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DIRT BIKE

JUNE 1976

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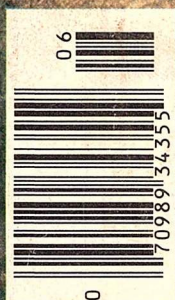
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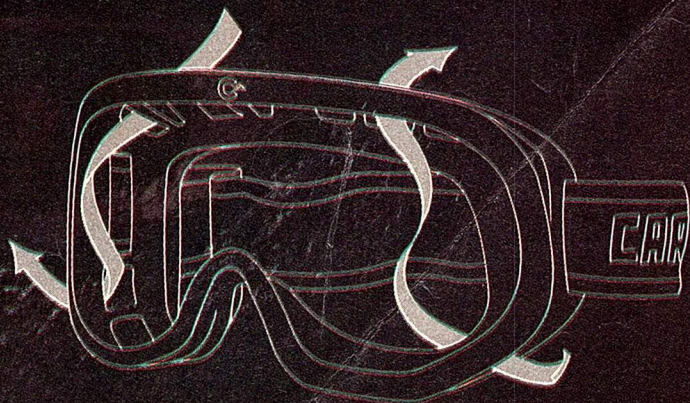
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DIRT BIKE

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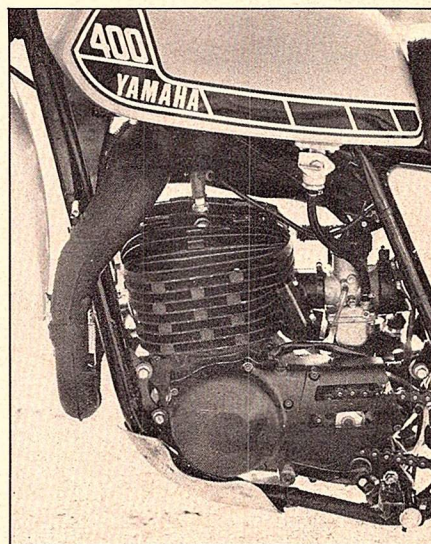
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ON THE COVER: Jim Connolly and Yamaha's IT400 get on better than expected. By either of them. Photo by Len Weed.

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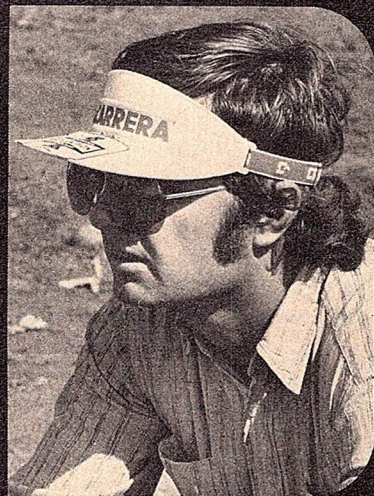
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EDITORIAL by GUNNAR LINDSTROM



As you may have noted, Chet has resigned as Editor of DIRT BIKE Magazine. He wanted to, as they say, pursue other interests, namely being a writer rather than a rider, widening his horizons and working with things other than bikes. We were all sorry to see him leave, but no form of pressure, whether from the staffers or from the publisher, seemed to help. I am sure we will see Chet in these pages as a freelancer from time to time.

When I was asked to take his position, I realized that I needed someone on the staff who could help me learn all the routines around a magazine office. You see, Chet had a degree in journalism, but mine is in engineering. That's when I asked Mike Kerley to join. He has worked for Hi-Torque before, and knows how to take all the turns around here. Together with Len, George and Don we will continue what Chet started — bringing you accurate information in an entertaining form. Hopefully, our combined vocabulary will be great enough to bring the message across without having to use a number of four-letter words not listed in Webster's dictionary.

Accuracy is the name of the game at DIRT BIKE. Being the by-far biggest off-road motorcycle maga-

zine in the world (no other magazine reaches even half as many dirt riders as DIRT BIKE Magazine), we also have easily the most qualified staff. There are three expert riders on the full-time staff (Don, George and myself), one former professional photographer (Len), and one writer (Mike). Other magazines say "an expert we know." DIRT BIKE has them on the full-time staff. Additionally, our senior test rider Jim Connolly is the #1 AMA motocrosser in District 37, year after year. Mike and Len also do their part of the test riding, together with Zeal Anderson, in order to give you the average rider's opinion of a product, as well. We will naturally continue to use such experts as Carl Shipman and Preston Petty, because their knowledge, experience and dependability are irreplaceable.

In other words, you can depend on DIRT BIKE to give you qualified and accurate reports on tests, new products and premier events. I would like you to see DIRT BIKE as a consumer guide which, through its expertise and independence from advertisers, will assist you in buying the right products, and prevent you from getting something you don't need or want.

One thing we *won't* do at DIRT BIKE is to cover a bunch of races and

DIRT TO COME

Phoebe Zeit-Geist just wanted to know the meaning of it all, but you out there in readerland want to know what's next. An exotic question, but consider...

-An exclusive interview with Honda stars Marty Smith and Marland Whaley in which we reveal whether Whaley can take a dab on a berm quicker than Smith can cross-up in a tree.

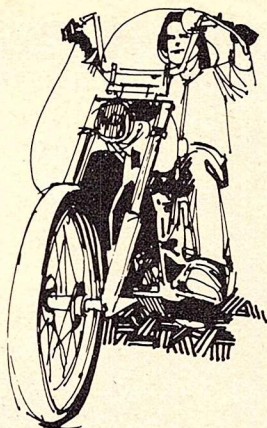
-Honda CR125 versus Penton 125. What happens when the Exotic West meets the Production Line East?

-The new Maico 440. Would Adolf Weil really approve?

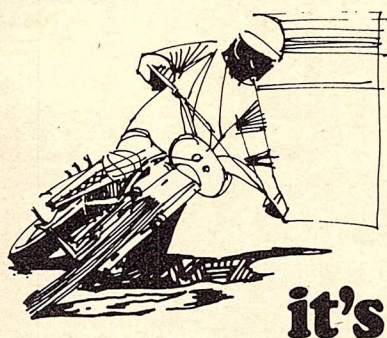
-Daytona! Did Gunnar really win the 200 on a Husky?

-Bob Hannah and Steve Stackable — buddies behind the scenes?

-Plus: four days of Two Days, and speedway with those lovable Bast Brothers. Stay tuned.



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give lots of results each month. That, by and large, is the function of a weekly publication. We *will* do some wrap-ups at the end of the big series, with interesting interviews and backgrounds, along with info on the equipment used.

The dirt riding scene is not without some problems. The most burning one is land-use. Lots of land has been closed to dirt bikers for various reasons. This means you have to travel farther to get to a place where you can ride your bike. There are two ways YOU can help immediately. Don't ride where prohibited, or close to any housing, and don't make more noise than you really have to.

Pollution is something that we can't really do too much about on our own, on a short-term basis. But Big Brother is watching, and should he decide that bikes, mainly meaning street bikes, are polluting the air, legislation will most likely include all bikes — except, possibly, pure race machines. That could mean a very sad end of it all, unless we would like to ride 200-kg monsters in the dirt, perhaps equipped with catalytic converters and all.

So please help and do your share by riding only where permitted and not making any excessive noise.

Dirt riding is a great sport. Where else but on the trail or track do you meet the challenge of climbing a hill or trying to pass the guy in front of you, without taking the risk of meeting a station wagon coming the other way? I believe most people need someplace to relax and get away from it all, and one place to do it is in the dirt. Dirt riders not only make better lovers, but they are also safer in everyday traffic, since they don't need the street to show off.

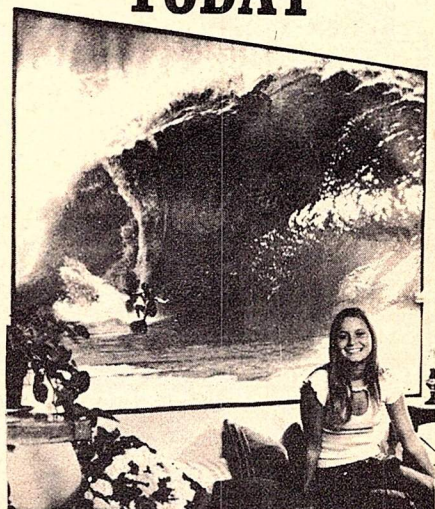
Dirt bikes are undergoing constant and rapid development. In few other sports does change take place as quickly. We have hardly passed through the powerband and suspension phase yet, and already the automatic transmission era is upon us.

I can assure you that we will do our utmost to work closely with the manufacturers and distributors to bring you, the reader, accurate information and tests all in one attractive package. If you have any suggestions or comments, don't hesitate to drop us a line from anywhere in the world.

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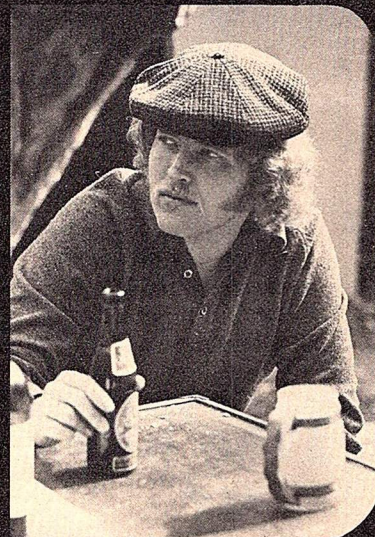
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CHECKPOINT

by
Mike Kerley



RACE COVERAGE

We'd been inside the bar for two hours, and Harris was beginning to get nervous. Perhaps with justification.

"Listen," he said to me, "we can't stay here forever."

"You're right. The place has termites. Some day it would all come down on our heads. Wouldn't hurt because the wood's too flimsy, but we could suffocate in the sawdust. Have another beer."

"No really, listen," Harris reasoned. "They *expect* us to be there. They're *counting* on us. You told them we'd be there by eleven, and it's twelve now. The race starts at one, and we've got maybe 60 miles of bad road and radar traps. We gotta get moving. It's important."

I had begun to regret that anyone had ever bought Harris a watch. Or taught him to use it. Maybe he could be retrained.

"Well, c'mon. I mean, *really*. Look, I'll leave without you."

I reminded Harris that I had the keys to the company truck. Being a paranoid, I also had the rotor. He didn't know that.

"Well, you could give them to me."

"No I couldn't."

"Well, I could take them."

"No you couldn't."

Harris considered this carefully. A person who normally thinks with his deltoids, he nevertheless had the sense to realize that for the two

hours we'd spent hunkered down in the unlit perimeter of this cowboy bar in northern California I'd been drinking Guinness and Irish whiskey. He could probably take me, but no one enjoys mixing with a person who can't feel pain.

"Look Harris. This is a very pleasant place. It doesn't have any light that's not some derivative shade of purple. It's got a jukebox crammed full of Tammy Wynette and Johnny Cash's Christer period. There may be a little beer in the bottom of the pretzel bowl, but at least they're free. Listen, did I ever tell you the one about the cowboys who beat up a college student in a bar just like this because he'd called Ronald Reagan a horse's ass?"

Harris sulked.

"It was because they were cowboys and liked horses. That's nice, isn't it? Now you can understand why I want to stay here a while longer."

Harris insisted on returning to the main thing. A compulsive personality if ever there was one. "The race, gawddamnit, it's important. That's what we *do*."

"I apologize, Harris. I never realized you were a Ronald Reagan man. I admit that talking about politics in a bar is like talking about gardening in bed. Appropriate, possibly, but it misses the point."

"Gardening?"

"Or whatever. How about

Continued on page 98

Dirt Bike readers pick Husky 360CR best open class Mx'er!

In July of 1975, the editors of Dirt Bike magazine asked their 200,000 readers to pick the "best bikes in the universe." The results of this poll were published in their January, 1976 issue. The Husky 360CR was the choice for best open class motocrosser by a wide margin. Husky's 250CR was the easy winner in the 250 class.

The editors were quick to approve of their readers' selections—which makes sense when you think of how many cycle magazine editors ride Huskys themselves.

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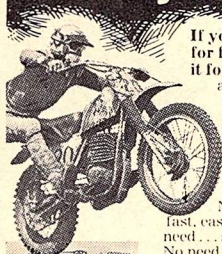
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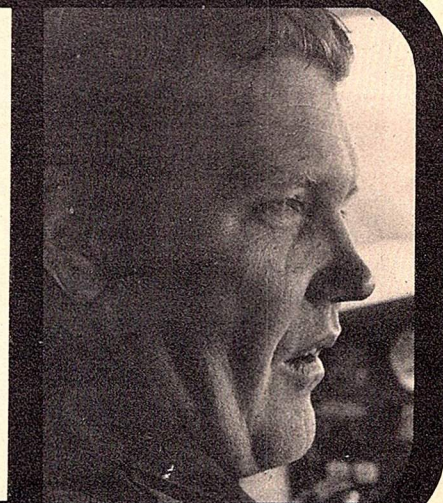
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ASK THE EXPERT

by
PRESTON PETTY



VARIATIONS

I am the owner of a 1975 400 Enduro with a leaky air box. There is plenty of gook here in the Alabama mud to get in it. Is there anywhere I might buy, make, steal, etc., a new fiberglass replacement or something? Maybe just a suggestion on how to seal up the stock one would help.

Also, I am considering a TricKit product which offers nine inches of travel. I already have the valving kit, but I can't decide between the nine-inch kit and a kit which has new damper rods and offers maximum travel as they are. I have been hearing a lot about loss of engagement on long travel kits. How about it? I have laid down Thermal Flows with "TricKit" — approximately six inches of travel.

I would appreciate any info on how to beef up the frame and/or swingarm to handle LTR. I do mostly woods riding (fireroading, etc.), and I ride enduros when I have a chance.

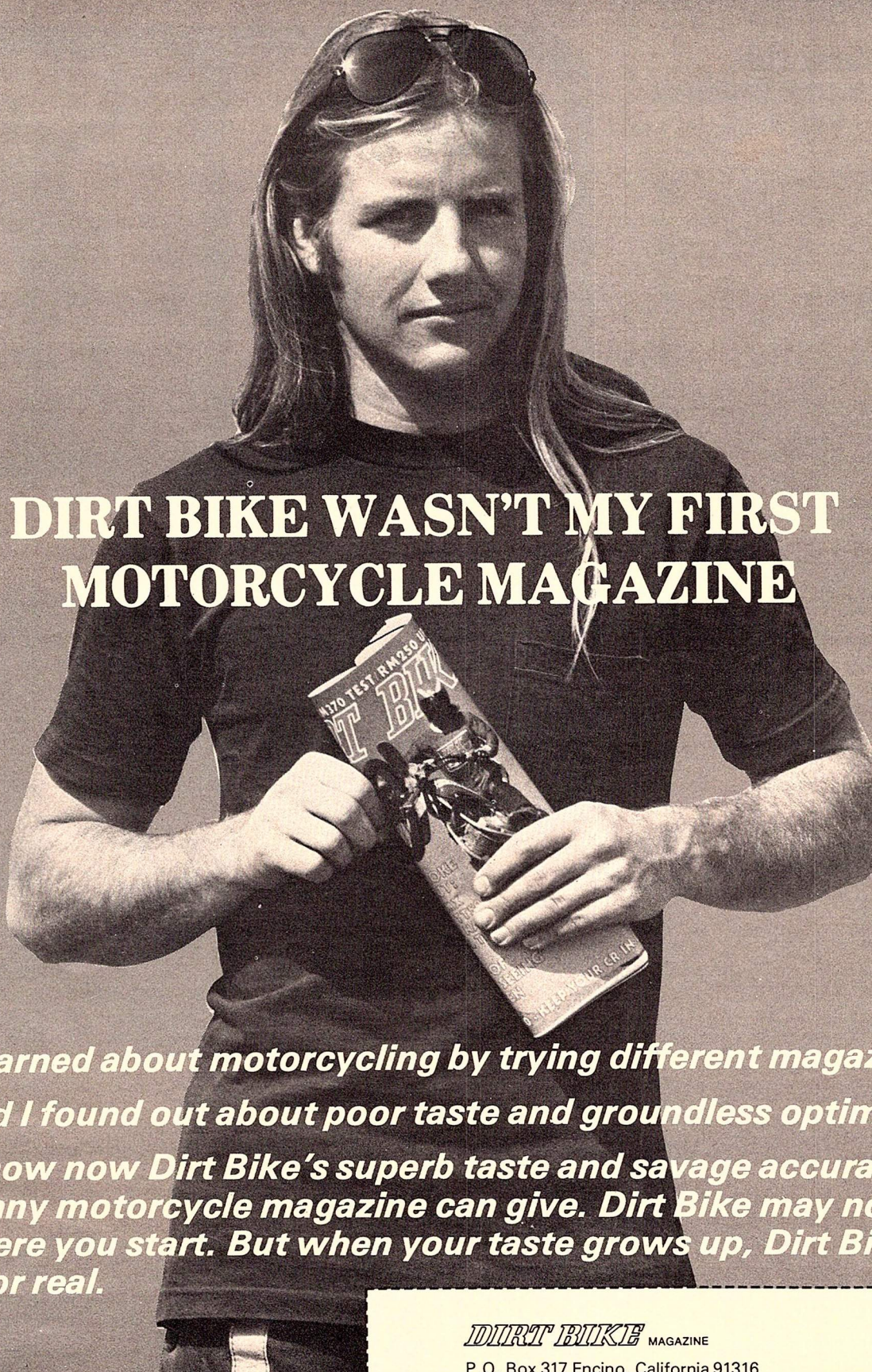
Mike Baggett
Monroeville, Alabama

Probably the cheapest and easiest way to fix up your air box is to use the fiberglass matte available at your hardware or boat store, and epoxy resin instead of the normal polyester resin. Epoxy resin is also available at your local hardware store. A couple of little tubes, part A and B, cost about \$1.00. It is more than twice as strong, and withstands more

vibration than the normal polyester resin used in the air box. You'll need to clean up the inside of the air box with acetone. Scrub it down, and then sand the inside or outside, depending on what you want to fix. Then lay the matte down, trim it to size, mix the epoxy and put it together. To hold it in place after you have applied the epoxy, use masking tape. It works well and is inexpensive. The main thing to make sure of is that there is no gas or oil still down in the pores of the air box. The main reason the factories don't use epoxy resin instead of polyester when layering up fiberglass is because the expense is about five times that of polyester.

Many of the long travel modifications for forks do have the problem of locating the bushings closer together than in the fully extended position. This can create bending, seizing and even, heaven forbid, breaking off. It is better to install improved dampening in your existing travel. If you need longer travel forks, the new Ceriani fork is built somewhat like the Maico fork, and extends below the axle centerline with the axle mounted in front of the fork legs.

When you talk about beefing up the frame and swingarm to handle LTR, it depends on whether you are talking about laydown or forward mount. Forward mounting requires more strengthening of the swinging arm. Laid down, you can usually get by with the stock swingarm.



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BITS and PIECES

by
LEN WEED



The 1976 SCORE season kicked off with the Parker 400 last February 7. Larry Roeseler and A.C. Bakken, alternately aboard a 360 Husky, topped the field of 336 entrants. Winning time for the 343-mile course was seven hours, 14 minutes. Bakken rode the two legs on the Arizona side of the course. He seized after running out of gas during his first loop, but was able to free the engine. Roeseler rode the 134-mile California loop. Runner-up, by seven minutes, was the Al Baker/Gene Cannady 440 Long Beach Honda. Big Red lost its clutch and the 11 minutes it took to replace it made the difference. In third place was the winner of the 250 class, a Honda ridden by Steve Holladay and Wayne Cook, with a time of 7:32.55. Right behind were Mike Hansel and Mike Stearns on a 250 Harley at 7:32.82. Eric Jensen and Carl Cranke teamed on a 125 Penton to take the 125 class. Their time was 7:55.65. Total purse was \$72,680. Shown above, from the left: Roeseler, Bakken and Bill Silverthorn, who topped the four-wheelers.

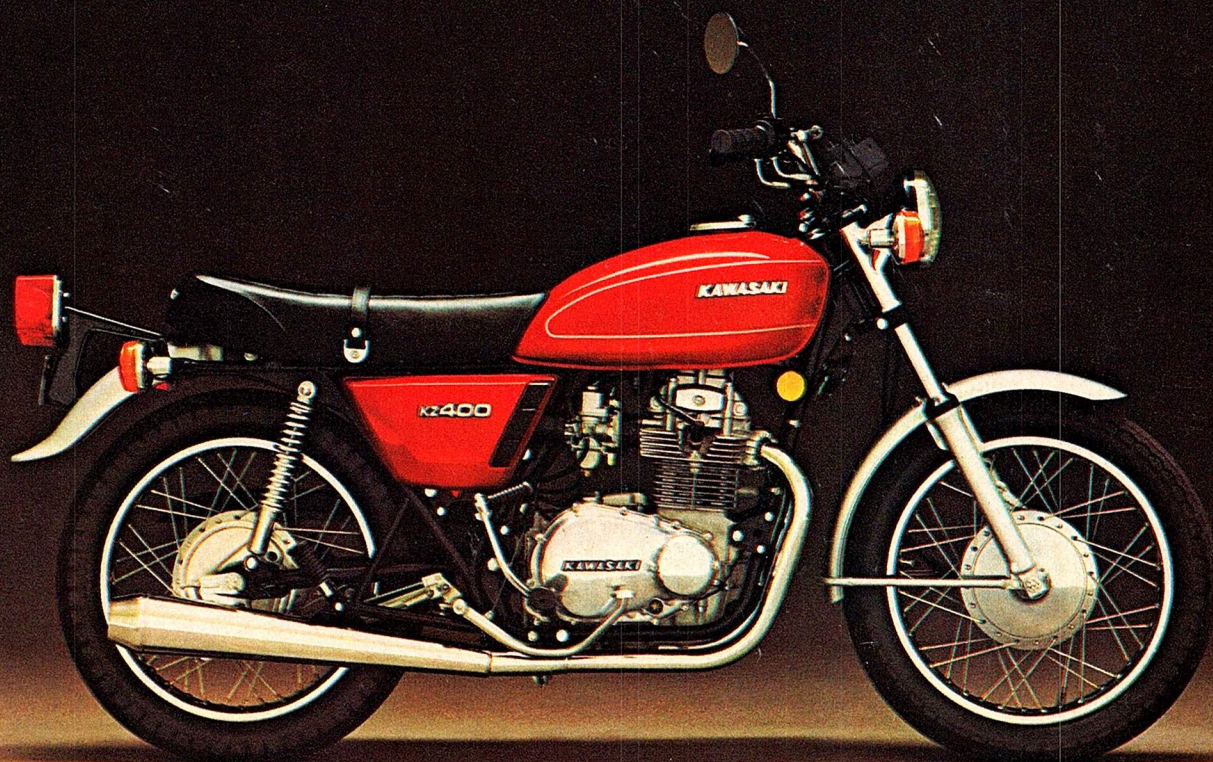


Give up? Tony DiStefano in 1969. He was #2 Expert in District 6 Scrambles on a 200 Sherpa S. Carl Hess of Lenhartsville, Pennsylvania, sent us the photo. And here's one Carl took a year later in 1970.



Continued on page 12

DIRT BIKE



Only \$995?*

No question about it.

Only \$995 is a surprisingly low price for the new Kawasaki KZ400 Special. After all, there's no other motorcycle quite like it. Anywhere.

Only the KZ400 Special gives you the performance and reliability of a 398cc four-stroke, twin-cylinder engine. With a 2-into-1 exhaust system. The result is powerfully economical. And because of its ingenious simplicity, there's just plain less to go wrong, too.

Only the KZ400 Special is so versatile. Thanks to its unique engine, frame design and tuned suspension, you've got an agile handler for busy city traffic. As well as a solid cruiser for the wide open road. All in one bike. Easy going wherever you go is about the size of it.

Only the KZ400 Special is so practical. All the frivolous frills that increase upkeep and price have been engineered out. The remainder is an unusually crisp, clean and compact machine. With a classic sense of

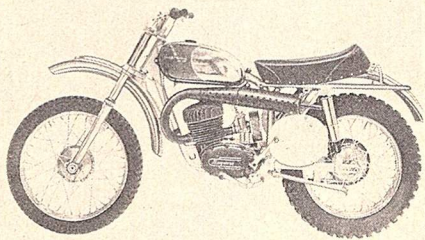
functional balance and symmetry found only in bikes costing much more.

Only the KZ400 Special so perfectly meets today's transportation requirements. A beautiful blend of size, performance and economy. Not too much. Not too little. But just what's needed.

Only the KZ400 Special. Only from Kawasaki. And, only \$995.

Kawasaki
lets the good times roll.

Good times include riding safely. We recommend wearing a helmet and eye protection, keeping lights on and checking local laws before you ride. See Yellow Pages for nearest Kawasaki dealer.
*Manufacturer's suggested list price excluding freight, title, dealer prep, state and local taxes. Price subject to change without notice.



Nostalgia. The 1963 production 250 SEMX Husqvarna. Their first production 250 racer, based on Torsten Hallman's title winner. The four-speeder weighed 80 kilos dry, which translates into 176 pounds. They only made about 18 horsepower, but they beat the 120 kilo CZs. SEMX? The MX part is simple, but what does the SE stand for? Take a look at the gap between the saddle and the tank and eyeball the tank nut protruding heavenward. Then you'll understand the SE: Swedish Emasculator.

* * *

Somebody in our corner department. The President's Council on Wage and Price Stability sharply criticized proposed pollution

emission standards proposed by the EPA. The Council felt that motorcycle emissions are not and will not become sufficient to require national regulation; that the standards would not be as cost efficient as they are for automobiles; and that the proposed standards would increase costs enough to drive potential purchasers toward (off-road) motorcycles exempt from the Clean Air Act. The Council estimated the additional costs (to comply with the proposed standards) would range from \$50 to \$130 per bike.

* * *

"No, you got it wrong. You can never have too many blimps around. It's just where you put them."

— George Blimpton

* * *

Here's the summer schedule for the Suzuki School of Motocross at Carlsbad. Mark Blackwell will be the chief instructor. All sessions are three days long. June 9-11. June 14-16 (just before USGP). June 21-23 (just after USGP). June 30-July 2. July 14-16. July 19-21. July 28-30.

Continued on page 93

Trouble is when you're safe but not in style.



Pick any Suzuki helmet that fits you—fiberglass or polycarbonate; full-face or standard; red, yellow, white or silver—all with reflective strips—you'll not only be fully protected, you'll be in style. Suzuki Style.

Forget your troubles. Get into Suzuki style.

Meets or exceeds D.O.T. specifications



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RECONDITIONED MOTORCYCLE SHOPS

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Worth, Illinois 60482

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For all brands of bikes!
NOW IN STOCK!



Special-made Moto-Cross Jerseys, extra-strong seams, reinforced elbows. Satisfaction guaranteed. Use easy-order form. All orders shipped promptly from stock. Price: \$9.95.

Moto-Cross Jerseys \$9.95 each
70 cents postage and handling

All Brand Names* and Colors and Sizes. Please send me _____ Moto-Cross Jerseys.
Brand Name* _____
Size _____

(please print)

Name _____
Street _____
City _____
State _____ Zip _____

Enclosed is my check or M.O. for \$ _____

*Honda, Yamaha, Suzuki, Kawasaki, Penton, Can-Am, CZ, Bultaco, Maico, Husqvarna, Indian, Harley-Davidson.

Div. of Village Togs, Inc.

VILLAGE CYCLE SHOP

10-d Motocross Road

Lake City, Tennessee 37769

**DG Logo
TEAM
HELMET!**
\$49.95

Use your head for
KRW's best grade of
helmets manufactured
specially for DG.



No. 20

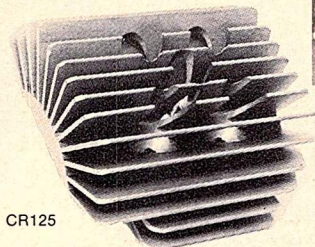
DG
PERFORMANCE
SPECIALTIES INC.

Book of Tricks for 1976 \$1⁰⁰

ORDER YOURS TODAY!

5552 La Palma Avenue East ■ Anaheim, California 92806 ■ 714/996-4430

HERE IT IS!



CR125

DG's 1976 model 17-fin Radial Head

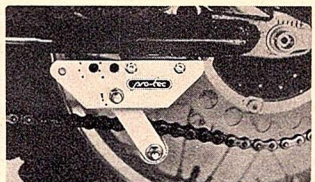
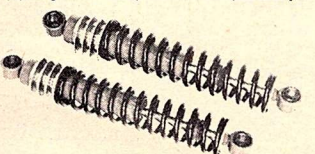
A totally new design concept: new combustion chamber provides more horsepower instantly. Dyno-testing shows the 17-fin design reduces head and exhaust temperatures by as much as 100 degrees. New manufacturing method keeps price low.

Honda CR100 (100cc head)	\$39.95
Honda CR125	\$39.95
Honda MR175	\$39.95
Yamaha YZC125 (hi or low pipe)	\$39.95
Yamaha MX125	\$39.95
Suzuki RM100	\$39.95
Suzuki TM100	\$39.95
Suzuki TM125	\$39.95
Suzuki RM125	\$39.95
Kawasaki KX125	\$39.95
15-Fin, YZ80B, C	\$34.95
13-Fin, CR250/250MI	\$64.95
Porcupine Radial Head	\$49.95
Radial Head Blank, 125cc	\$29.95
Radial Head Blank, 250cc	\$52.95
Head Gasket, CR125, TM125	\$ 1.95
Head Gasket, CR250	\$ 2.25

Now available from DG

The Gas Girling Shock

What makes the Gas Girling so great? Just ask Heikki Mikkola—they're the ones he won with. Available in 11.8 or 13-inch; specify 80, 90, 100, 110-lb. spring rate (springs included) **\$93.50/pr.**



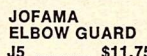
Chain Tensioner & Guide
by Pro-Tec **\$19.95**

DG PORTING ALL STAGES... INQUIRE!

CDI
Ignition
\$175.00
XR75, YZ80, YZC125, MR50, CR100,
CR125 (special units also)



JOFAMA
MOUTH GUARD
J1 **\$5.95**



JOFAMA
ELBOW GUARD
J5 **\$11.75**



JOFAMA
J18
\$26.95



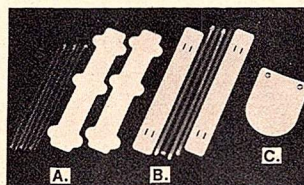
KNEE/
SHIN
GUARD
\$26.95



JOFAMA
Kidney Belt
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JOFAMA
MX Pants
\$129.95



A. Tuff-Life Styrofoam Fork Guards
with plastic ty-raps **\$2.95/set**
B. Flying Finn Fork Protectors, plastic
with ty-raps **\$3.95/set**
C. Flying Finn Fender Flap, plastic
with mounting hardware **\$1.95 ea.**

Available from DG

The New Inter-Am Solid-Stock Aluminum Handlebars

AMA-approved
The super-light, super-strong, SUPER
BAR by Inter-Am. Made from #2024
solid-stock anodized aluminum, with
almost twice the bending resistance of
chromoly and almost 4 times that of
mild steel. And, no more cross bar to
loosen your teeth. Available in beautiful
anodized Silver, Gold, or Black **\$14.95**

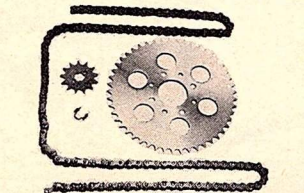
We also have the
Marzocchi Gas Shock
in all popular lengths and
valving. **\$99.50 complete.**

Mini Marzocchi's for XR75, YZ80
Complete line of
Marzocchi
Cross Forks



Sprocket Kit with Chain

Eliminate chain problems on YZC, CR125.
Uses 520 chain. Countershaft drilled and
tapped. Horseshoe-clip included. Rear
teeth: 45-53. Front: 12-14 **\$42.95**



SHOULDER & CHEST PROTECTOR by KOHO AND JOFAMA

Complete freedom of movement with
maximum protection. Shoulder caps
and biceps of white, shock-resistant
polyethylene. Chest and back of poly
reinforced foam. Covered with yellow,
moisture-proof Nyltex nylon. Fully ad-
justable Velcro straps—comfortable,
form-fitting without bulk. Very
lightweight **\$39.95**
JOFAMA J2 Chest Protector **\$38.50**
JOFAMA J2C Child's Pads **\$27.95**

Heavy Duty Clutch Springs

Adds to clutch life, stops power loss.

\$6.95/set

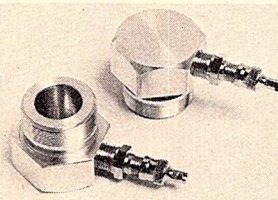
CR125 set of 6

YZC125 set of 5



GAS YOUR FORKS!

Adaptor for charging front fork with air
for extra cushion. Lets you remove fork
springs and run with a straight air/oil sus-
pension. Yamaha, Suzuki, Kawasaki,
Honda, Mulholland, Ceriani **\$15.95/pr**
CZ, Betor **\$34.95/pr**
Maico **\$36.95/pr**



\$23.95

DG SKATEBOARD

Manufactured from unbreakable urethane
with anti-slip surface. Has that just-right
flex and an extra wide tail for better
footing. The trucks are specifically
designed for skate boards. Urethane
board has 100% guarantee against break-
age. Available in red, yellow or blue.

DG is proud to offer

MIKKOLA GLOVES

Superior quality. Manufacturer guaran-
tees materials and workmanship for 3
months. 100% lambskin, fully padded. S,
M, L, XL **\$28.85/pr.**



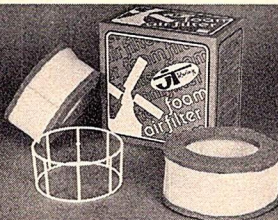
JOFAMA
MX GLOVES
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CR125
ROD KIT
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Rod, rod pin, rod
bearings and
thrust bearings.

JT Racing "Phase II" and Twin Air Foam Air Filters

Available for most models of racing bikes.
Prices vary.

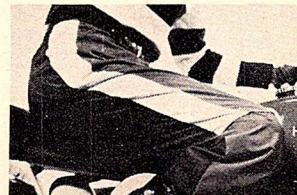


Finn Fighter "707" Face Mask

Developed by JT Racing, Heikki Mikkola,
and KOHO of Finland, new design fea-
tures venting to provide more "breath-
able" air and cooler circulation of air;
adjustable to wear close in, far out, tilted;
shatterproof, bends but doesn't break.
Streamlined look in red, white and blue
Mikkola colors **\$8.95**



MIKKOLA "UNLEATHERS" by KOHO AMA says OK!



These are the new GP pants that the
Moto-X world is raving about. Made of
nylon and goat skin, they combine the
best features of both. Lightweight... cool
... water-repellent... durable. Ideal for
desert or back east hot, humid summer
riding. Goat skin in crotch and inner knee
helps you keep a grip on your machine.
Available in Mikkola red, white and blue;
Team Yamaha white-yellow and black;
Team Husky blue with yellow strip; Team
Maico red-black and yellow **\$89.95**

DEALER INQUIRY INVITED

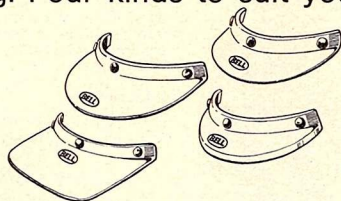
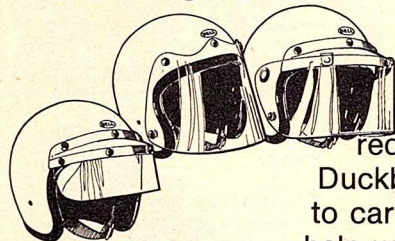
SNAP, PSST, ZIP!

The Sound of Genuine Bell Accessories.

Maybe you haven't heard about Bell's accessories. You know about our helmets, right? The impact-absorbing favorite of the pros. But great helmets are not the only things we make.

Bell makes visors, too. They keep the sun where it belongs so you can see where you're riding. Four kinds to suit your

SNAP! Visors & Shields



requirements, including the X-large Duckbill®. All kinds of snap-ons; easy to carry, clear, colored or shaded to help ward off flying rocks and debris.

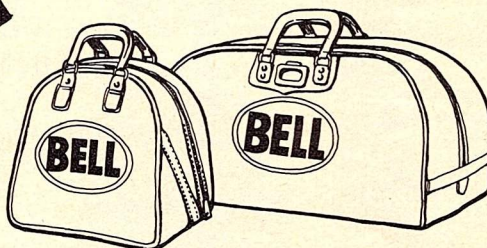
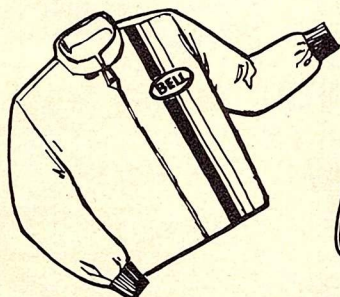
Then there's Fog Free. It's a spray to help keep your shield clear enough to see through when the going gets tough.

We have four smartly styled jackets to choose from. All are Bell-red, with or without lining, stand-up or fold-down collar, racing stripes or plain. Take your choice. Nice for you—or your girl when it gets chilly.

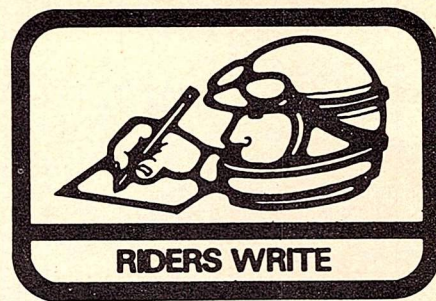
Keep your gear together in one of our handsome tote bags. Easy to carry or strap onto your bike.

ZIP! Jackets & Bags

Drop by your Bell dealer soon and look—and listen to these genuine Bell accessories. They make beautiful music!



Bell Helmets Inc. — member of AMA, MIC and the Safety Helmet Council of America.



MORE POINTS

Every now and then you run into a manufacturer of motorcycle accessories whose actions merit praise of the highest order. Such is the case with Graham's Sheet-metal.

I recently had occasion to order a skid plate from them. The skid plate did not fit the way I had anticipated, so I returned it for a refund. To my complete surprise, I received a refund of not only the cost of the skid plate, but also the expense of my postage to return the item. That kind of service should not go unacclaimed.

Joe Brame
Lake Charles,
Louisiana

ERIK CONQUERS

Oh, woe is me! Yesterday I bought your new Crash & Burn Special. While showing it to my girlfriend, she saw the pictures of Erik The Old and fell for him. This morning when I woke up I found a note duct-taped to my chest saying she was going to go find him and live with him.

Count Barum Dracula
Jawa, Transylvania

NORTH WIND

You guys better watch out, 'cause us guys from Canada are going to blow your doors in in the near future.

Jon Cornwell
Georgetown, Ontario

MYSTERIES

I have seen pictures of Tony DiStefano and Billy Grossi wearing some little thing that looks similar to a chopped-off Scott face guard. Please tell me what it is.

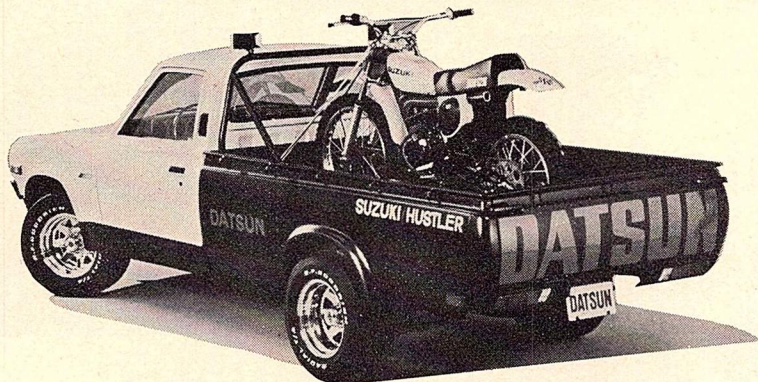
Dan Clements
Rawlins, Wyoming

Sure. It's a chopped-off Scott face guard. — ed.

Continued on page 102

DIRT BIKE

Build a Suzuki! Win a Suzuki!



GRAND NATIONAL PRIZE
for best model built by entrant 14 years or over. A Datsun
"Suzuki Li'l Hustler" longbed truck with a Suzuki RM-125 motorcycle.



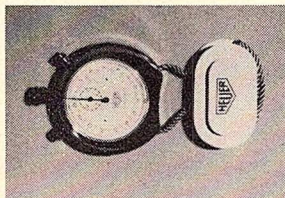
GRAND NATIONAL PRIZE for best model built
by entrant 13 years or under. A Suzuki TM-75.

TWO CONTESTS IN ONE. Enter the
REVELL/SUZUKI MODEL BUILDING CON-
TEST and give yourself the chance to win
one of 2 super Grand National Prizes.
For those 14 years and over, the Grand

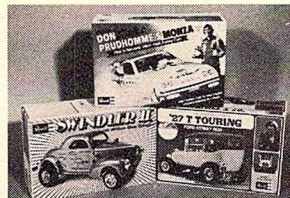
National Prize is a longbed "Suzuki Li'l
Hustler" Datsun pickup with a matching
Suzuki RM-125. For those 13 and under it's
a scrappy Suzuki TM-75!



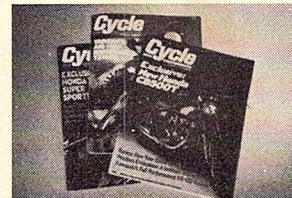
2nd Prize: One Suzuki helmet to
each of the next 10 winners in
both age categories



3rd Prize: One Heuer stopwatch
to each of the next 10 winners in
both age categories



4th Prize: One 3-Pack Revell Kit
to each of the next 50 winners in
both categories.



5th Prize: A one year subscrip-
tion to Cycle Magazine to each of
the next 50 winners in both
age categories.

HOW TO ENTER: Just get the 1/12 Scale Roger DeCoster Suzuki
Revell Model Kit—or the Suzuki TM-400 Revell Kit. (You can buy
them at participating Suzuki dealers or wherever toys or hobby kits
are sold.) Build either of them stock or customized. Then take your
finished Suzuki model to your nearest participating Suzuki dealer
between July 1 and July 30, 1976. He'll enter your model in his local
contest. Judging for the best models will be held in two categories:
for models built by those 14 and over; for models built by those 13
and under. Judging at each Suzuki dealership will be held on
July 31, 1976. Your Suzuki dealer will then send the top winners in
each category to the Nationals for judging. An equal number of run-
nerup prizes will be awarded to national winners in each category.

RULES OF ENTRY: This model building contest, conducted by
U.S. Suzuki Motor Corp. and Revell, Inc., is intended for the recog-
nition of outstanding skill in constructing fine motorcycle models
from plastic kits. This contest is open to any 1/12 Scale Suzuki
plastic kit model made by Revell. Any parts may be scratch-built
other than the basic engine. Contest is subject to local, State, and
Federal law and is void wherever prohibited by law. Tax liability and
local licensing requirements are the responsibility of winners.
No substitute prizes will be given nor will cash equivalents be paid.
The National Grand Prize for those 14 years and older will be
awarded to licensed drivers only. If an unlicensed driver wins the
National Grand Prize (the "Suzuki Li'l Hustler" Datsun pickup with
matching Suzuki RM-125) it will be awarded to a parent, legal
guardian, or other licensed driver designated by the winner at
Revell's or Suzuki's option. In accepting awards, winners grant
U.S. Suzuki and Revell the right to publicize and promote their win-
ning of awards. This contest is open to all U.S.A. & Canada
residents, regardless of age or sex, who are amateur model
builders. An amateur model builder is defined as one who does NOT
work for a model magazine, model manufacturer, or derive any
portion of his livelihood from building models. Employees of
U.S. Suzuki Motor Corp., Suzuki of Canada, Cycle Magazine, and

Revell Inc., their advertising agencies, and immediate families
are not eligible.

In all, 242 prizes will be awarded.

JUDGING: Models will be judged by the editors of Cycle Magazine
on: workmanship, detailing, originality of design, paint & decal
work, authenticity/feasibility, and special parts or materials.
Decisions of the judges are final.

HOW AND WHERE TO SEND ENTRIES: All entries must be sub-
mitted with the official entry form. Fill it out completely and take it
with your model to your local participating Suzuki dealer between
July 1 and July 30, 1976. If there is no participating Suzuki dealer
in your locality, you may enter by sending in a photo of your model
— color or black & white — by July 15, 1976 to Revell/Suzuki Con-
test, c/o Cycle Magazine, 780-A Lakefield Road, Westlake Village,
California 91361. These entries will be judged separately. A repre-
sentative number of the best models will be sent for and entered
into the Nationals for judging. No local level awards will be given
in this case.

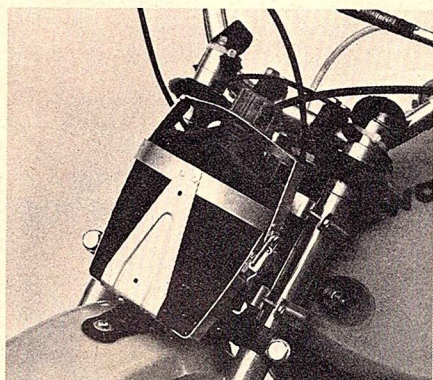
ENTRY FORM

Print your name: _____
Street Address _____ City _____
State _____ Zip Code _____ Age as of July 1, 1976 _____
Name and City of Suzuki dealer _____



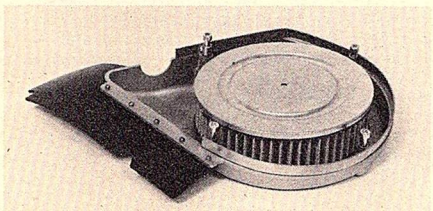
NEW PRODUCTS

So you've been ordering stuff out of New Products — or just writing for info — and you haven't been mentioning DIRT BIKE. Do you realize how that makes us feel? Like homemade you-know-what. How do you expect all those companies to even know we exist? To know that only DB has a loyal readership? That we're in tune with what's happening? Oh never mind. But you better mention that you saw it here or we'll have Pete Dill draw you through Lake Erie with his Aquavarna.



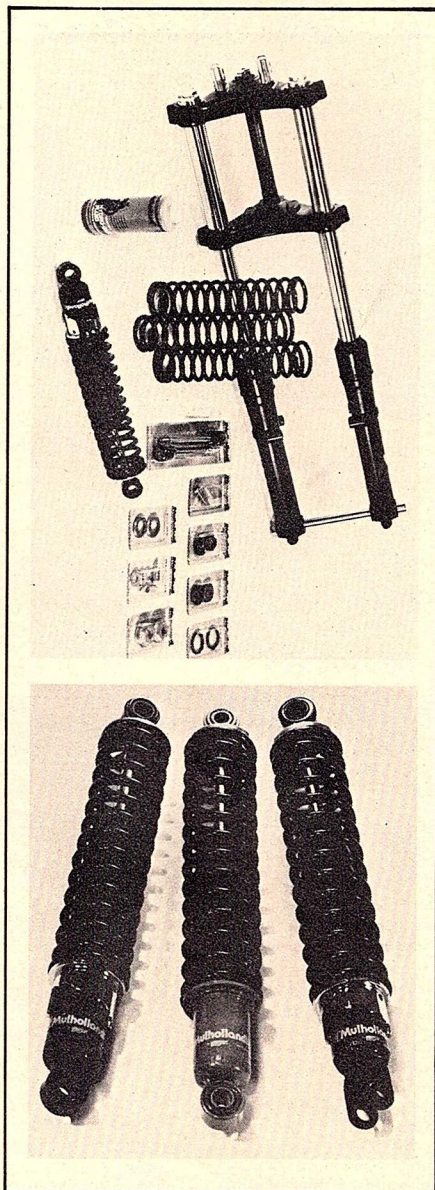
WATER TOWER

Cycle Canteen is made of lightweight aluminum with riveted stress points and weighs only one pound complete with canteen (dry). Your number plate bolts to the carrier and it bolts to your forks. All parts are supplied, even a number plate. For more info: Kengro Enterprises, 13040 Los Nietos Rd., Santa Fe Springs, California 90670; (213) 941-0178.



HEAVY BREATHING

Here's a K & N air filter designed for use on GP Husqvarnas. The kit includes filter, filter cover, spacing strap and four long Allen screws. A fine filter, especially in the wet. It goes for \$15.95 or \$8.95 for the filter alone. Contact Malcolm Smith Racing Products, P.O. Box 1086, Riverside, California 92502; or ring up (714) 686-1006.



BOING SLURP BOING SLURP BOIIING SLURRRP!

If you're looking for something in the way of suspension for your 'sicle, you might consider units from Boge/Mulholland. They have a complete line of rebuildable shocks, interchangeable components, valves, shock springs, fluids, forks and springs for them. They are one of the few manufacturers who have most of the rebuilding parts and various valves available in local shops so that you can get them when you need them. From Interpart Corp., 100 Oregon St., El Segundo, California 90245; (213) 322-0656.



RACE FACE

Al Baker has come up with this lightweight, one-piece, competition-style (can't you tell) eye and face protector. Lenses snap on and off in seconds without the usual hassles. Race Face fits all open face helmets and special dense foam insures a fine fit on every face. Available in a bunch of colors and comes with two lenses and helpful hints for \$16.95 plus shipping from Al Baker R&D, 15174 Raymer, Van Nuys, California 91405. Distributors needed, please inquire.



OILY INFO

Bel-Ray's technicians work closely with factory research and development in the lab and with factory teams at the track to create special lubricants that meet the demands of today's high-performance motorcycles. Their new free, four-page, two-color brochure tells the story, and more. See your Bel-Ray dealer or write to Bel-Ray Co., Inc.,

Motorcycle and Auto Lubricants Division, P.O. Box 526, Dept. 2-cm, Farmingdale, New Jersey 07727; or (the Western office) 14670 Firestone Blvd., Suite 410, Dept. 2-cm, La Mirada, California 90638.



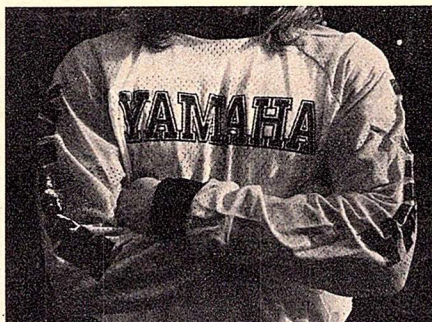
BIGGER THAN KING-SIZE SUZUKI MX POSTER

Available for a limited time at your Suzuki dealer's is a 24 by 72-inch full color poster depicting Suzuki's world champions and top MX riders: superstars Roger DeCoster, Gerrit Wolsink, Tony DiStefano, Willi Bauer, Billy Grossi, Gaston Rahier, Akira Watanabe and Kojii Masuda. It's hot! Perfect for covering the holes in your living room walls where you crashed while wheelieing.



SOMETHING FOR YOUR CHAIN

Pro-Tec makes enough of these, in enough different models, so that everyone can get one to fit their scooter. Advantages of running a chain tensioner are numerous. Didn't you read our chain tensioner story last month? Besides tensioners, they also have a number of trick little widgets for the Yamaha Thumper. Dial 'em a letter or send 'em a call. Pro-Tec, 8423 Rosemead Blvd., Pico Rivera, California 90660; (213) 869-7346.



RAGLAN SLEEVE JERSEYS
Pick out your favorite brand (Yamaha with three color choices,

Honda, Husky, Suzuki, Penton, Kawasaki and Bultaco) or have Lynn custom-make you anything you want (at a slight increase in cost).

As a matter of fact the genuine Gerry Ford Replica Whip Inflation Now jersey on the front of our new Buyers Guide was made by Lynn.

Anyhow, they can be had in extra-small, small, medium, large and extra-large for \$12.95.

Lynn Wilson Motorcycle Specialties, Box 653, Chatsworth, California 91311; (213) 886-8044.

ATTENTION!

Listen up all you hungry dealers and manufacturers out there. We are now accepting material for the '76 DIRT BIKE BUYER'S GUIDE. Here's your chance to advertise all of your trick goodies to the most demanding bunch of dirty bike riders on earth, the readers of DIRT BIKE, and it won't cost you nothin'!! Don't miss it. Send your black and white glossies with product release info to '76 DIRT BIKE BUYER'S GUIDE, 16200 Ventura Blvd., Encino, California 91436. Get hot. Do it now. Get 'em in. The DEADLINE IS JUNE 30th.

Tiedoitus teille kaikille vahittais-myyjille, valmistajille ja maahantuojille. Me otamme nyt vastaan materiaalia meidän uuteen "'76 DIRT BIKE BUYER'S GUIDE" oppaaseen. Teilla on nyt tilaisuus mainostaa teidän kaikkia erikois tuotteitanne kaikille "DIRT BIKE" lehden lukijoille ympäri maailmaa ja mikä tärkeintä, se ei maksa mitään. Ala paasta tilaisuutta ohi suun.

Laheta mustavalkoinen kuva ja tavarain seloste mainostuslupineen meille osoitteeseen: DIRT BIKE BUYER'S GUIDE, 16200 Ventura Blvd., Encino, California 91436.

Tee se heti! Ilmoitukset on oltava meilla ennen kesäkuun 30.

Tout les voraces marchands: Ecoutez-vous nous sommes acceptant information pour le "'76 D.B.B.G." Ce journal est votre occasion d'avertir tout les produits que vous vendez. Et les lecteurs seront les lecteurs de "Dirt Bike," qui sont les plus rigoureux du monde. N'oubliez pas envoyez vos photographes de noir et blanc avec information des produits a: "'76 D.B.B.G.," 16200 Ventura Blvd., Encino, California 91436. Le jour final est 30 juin.

Achtung alle Verkäufer und Fabriken. Wir haben jetzt arbeit um unseren 1976 DBBG gestartet. Bitte senden uns material für diese buch, der von alle Motorrad fahrer gelest ist. Und der Reklam ist frei. Bitte senden Fotos und Manuskripte zu: DIRT BIKE etc., etc. Warum nicht?

Se upp alla alerta aterforsaljare och tillverkare. Vi ar nu redo att mottaga material for varan "1976 Buyer's Guide." Har ar chansen att annonsera alla Era smutta prylar for det mest kravande gang av "off-road" motorcykelakare pa jorden, namligen lasarna av DIRT BIKE Magazine, och det ar aldeles gratis. Missa inte chansen. Sand svartvita foton och produktinformation till: '76 DIRT BIKE BUYER'S GUIDE, 16200 Ventura Blvd., Encino, California 91436, U.S.A. Satt igang, skicka in'et idag.

Avoid the odd graze, old top. It's ruddy well time to submit your favourite products for the 1976 DIRT BIKE BUYER'S GUIDE, a colonial publication tainted by transatlanticism. Get to it, laddies. It's money for old rope unless you make one hell of a hash of the deal.

Escuchen todos ustedes los vendedores y manufactureros hambrientos. Estamos aceptando material para el DIRT BIKE BUYER'S GUIDE de 1976. Ahora tiene la oportunidad de anunciar su maravillosa mercancia a los motociclistas mas exigentes de la tierra, los lectores de DIRT BIKE, y no le costara absolutamente nada. No pierda esta oportunidad. Mande sus fotografias en blanco y negro con informacion a '76 DIRT BIKE BUYER'S GUIDE, 16200 Ventura Blvd., Encino, California 91436. Hagalo ahora, mandelos inmediatamente. El ultimo dia es el 30 de Junio.



For Dirt Bike
competition that's
tough and hard...

GAS SHOCKS

"put you on the
winning track."

Tony D. says, "I've tested
and used Red Wing gas
shocks, and their
performance is unbeatable.
They'll help put you on the
winning track."

Tony D.

Red Wing Gas Shocks insure fade-free performance, and the extra durability you need in motocross, enduro, desert and rough trail riding. Red Wing shocks are purebred (high pressure) gas shocks, precision manufactured, designed to endure punishment, and they are shockingly affordable... suggested price is only \$30.95!!!

Red Wing Gas Shocks are single (mono) tube construction with nitrogen gas and hydraulic separation system under high pressure (265 psi) for high performance, fade-free damping, and greater heat dissipation. They're built under license of the European "Dr. de Carbon" patent, and are made by KYB, the people who make gas shocks for the GP championship motocross team. Red Wing Gas Shocks have the largest (1/2" thick) heavy duty, hard polished chrome shaft, and a 5-position preload adjuster for customizing your ride. Plus, there are 3 damping forces to choose from, and a custom designed Tru-Fit® spring system. Red Wing gives you a quick, convenient bolt-on gas shock for most dirt bike models. Red Wing Gas Shocks are everything you'd want or need for your dirt bike's rear suspension system.

Red Wing Goodies Offer!

Join the Red Wing team! Red Wing head band \$1. Head band and ride guide \$2. Head band, ride guide, product catalog and racing decals \$3.
For more information see your dealer or write to Red Wing.



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"When it comes to performance, you can't beat The System"™

HOLE SHOT

by
HILLARY HARCOURT
(The Saint)

THE SIMPLICITY OF IT ALL

It had been said by Thomas Wolfe that "you can't go home again," however I decided to do so and at the same time take in the local motorcycle wizards. After inspecting the premises and products of these so-called high-performance accessory manufacturers, the only deduction to be made is that VERY few know a damn thing about their endeavor.

I do not mean to say that I am an expert by any means, but after having been in the business for many years I can tell the difference between the cheese and the chalk. Ergo, after witnessing so many blatant miscalculations by so many people, companies, etc., I can only surmise that a fool's paradise is thriving in Los Angeles.

Let us not say that there have not been some notable exceptions to the above precedent; however, these chosen heroes keep mostly to themselves . . . and shudder beneath the shadow of their larger AND incompetent brothers. (As an aside, there have been rumors of some real "super wrenches" who work for the Big Companies. However, again, these mythical beings are few in

number and kept in secret rooms so dark and deep that light has to be pumped in to them.)

Recently it was brought to my attention that a local accessory manufacturer, involved in racing, was having puzzling problems with his crankshafts. After examining the items of his distress, and listening to a bagful of his brand, I concluded that he knew about as much about bearing failure as my senile grandmother knows about "hot and nasty." This particular fellow, after breaking six rods and replacing 17 main bearings, came to the benighted conclusion that the only way to finish a race was to change his engines after EVERY moto (far out!). In passing (very quickly), let it not be said that this fine fellow has not finished a race — however, the exact year escapes me for the moment.

Now the questions arise: 1.) Is such a person worthy of producing engine parts for the public? 2.) Should the public be forewarned? 3.) Does the public really give a damn as long as they've been "stroked" enough?

I have known many dealers who

simply say, "Clean it up so it's shiny, and they'll think you've done something to make it fast." When I've asked these same people for factual information (such as dyno charts, etc.) to back up their claims, the answers I invariably receive are: "The road in the front of this here shop is our dynooo," or better yet, "The seat of our pants tells ALL"(?). Moreover, after asking one old cob if his 125s were running fast at the races last week, he replied, "Damned right, shift to third, and they pull harder than the best 250 out there" (there?). Hell, if I had a peso for every time I heard that, I'd be sitting on the porch of a Parisian villa overlooking the Left Bank, and smoking "dollar-five" cigars.

Tests have shown that many cylinder heads and pipes produced by these local yokels are as effective as snake oil additives in making your engine run faster, smoother or longer. For some strange reason, many people seem to think that the factory engineers are cow heads, whose designs are missing the forced genius of a Sunday morning lawn-mower mechanic. Therefore, they do everything imaginable in the interests of speed, although their goal is lost by the combination of their lack of mechanical ability, stubbornness and general ignorance. Thus, after looking down many a customer's tortured barrel, and witnessing much of the above, I rather suspect that the world is full of suckers.

I hazard a guess that when these bandits did their "seat of the pants" testing, their chains must have snapped and "slapped them upside their heads." REALLY, FOLKS, facts are facts, dyno tests, *run correctly*, do not lie, yet we are continually flogged with wild claims about miraculous new techniques. Maybe the following TRUE STORY can be of some help:

Some 80 years ago, Kansas was plagued by an invasion of grasshoppers. A company published an advertisement in all the local papers claiming that they had discovered a "sure killer for the critters." It seemed that all one had to do was mail in "one dollar, and presto!" . . . Thousands responded to the ads with hope in their hearts . . . Upon receipt of the wonder cure, the poor farmers

Continued on page 111

HOT SET-UPS

You folks are going to have to shape up your act. How long did you expect us to give away five dollars in trade for a few words of advice scrawled on a scrap of paper? Now you're going to have to work for it. Now we expect a picture-perfect photograph illustrating your blow-mind idea. Maybe then you'll think whether or not it's a worthwhile idea. Maybe then we won't have to wade through all those demented ramblings. Get it together. Bust out your Instamatic, load it up with black and white, and be creative. If you do something trick that we don't, tell us. You'll be doing your part to help all your fellow riders, making five big ones, and best of all, you'll be famous.

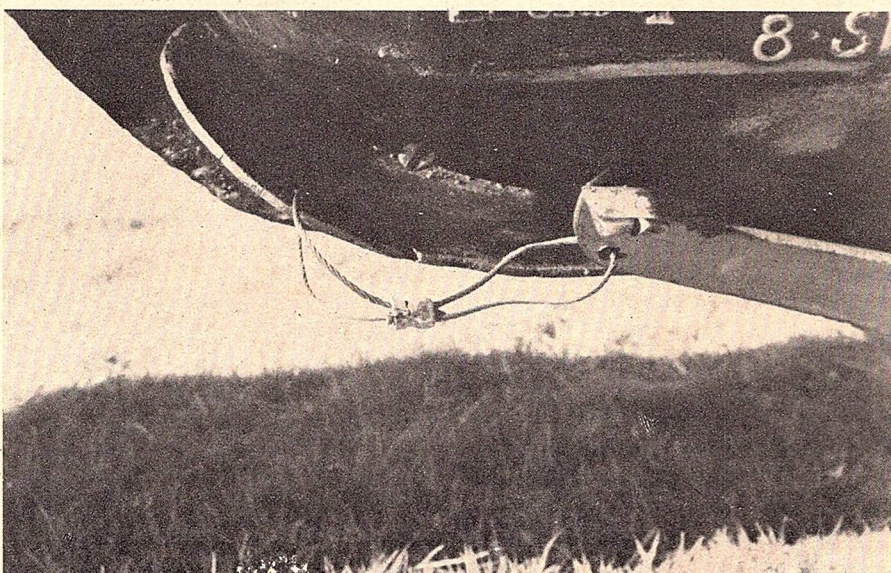
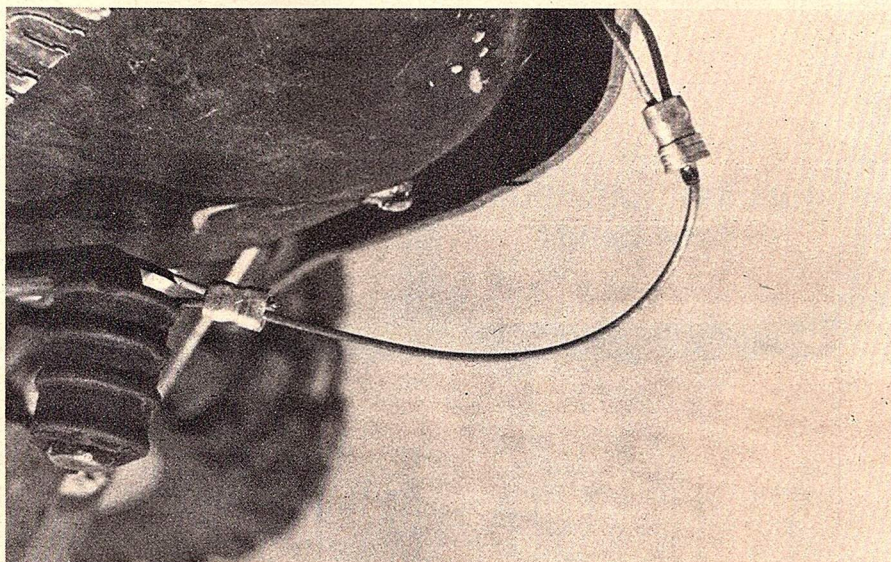


ALL-IMPORTANT BREATHER HOLES

Jim Connolly felt the need for a little extra air for breathing and cooling his new Bell Moto Star, so he clamped it in his mill and a-slotting he did go. Apparently a famous dentist and several others felt the same need.

SERIOUSLY

Never set out on a serious trail ride without a good tool bag like one of Malcolm Smith's, filled with all the things you could possibly need should trouble arise. For instance: One or two new plugs of the correct heat range and a tool to fit them, a nylon tow rope, tire tools and a patch kit of some sort (optional or for day-long rides), a length of chain, a mini chain breaker, a master link or two, a condenser (if your bike uses one), tools to fit everything (including a set of vise grips), matches, a Granola bar, and a buddy with a similarly prepared machine. Seriously!



BRUSHTRICKERY

Oklahoma City enduro rider David McNabb sent us this tricky and cheap hot tip for a simple set of enduro-type brush guards. The purpose, of course, is to keep small trees and bushes from getting

trapped behind your shifter and brake pedal. The materials he used are the trick part. He used the inner part of an old control cable, and flattened spark plug nuts to secure them.

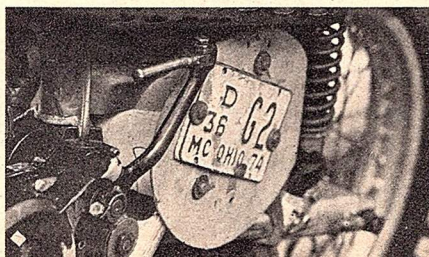


PLATE PLACEMENT

This is about the most sano place you can put your legal metal identification plate. It's out of the way, safe from injury and disappearance, and most important, there's no extra stress on the plate itself (which tends to disintegrate, you know).

NEW "HODAKA TRAIL TO FUN" CONTEST...

LAST CHANCE TO ENTER . . . CONTEST CLOSES JUNE 1, 1976

FREE GIVE-AWAYS... while they last at participating Hodaka Dealers during the "HODAKA TRAIL TO FUN CONTEST." Hodaka glow-in-the-dark key fob or a Hodaka slide rule with useful cycle information.

WIN THIS GRAND PRIZE:

TOYOTA 2.2 litre 1/2 ton pick-up can be the perfect solution to add lots of fun before you even get to Hodaka land. Style by Cobra Body, Torrance, California, owner Don Weaver has done more than a dozen Indy cars. GOODYEAR Polyglas Custom Wide Tread tires...60 series F60-14 front and H60-14 rear mounted on CRAGAR TRAILMASTER wheels 7" x 14" front, 8" x 14" rear. Style with quality that lasts while others fade away. PACE, a



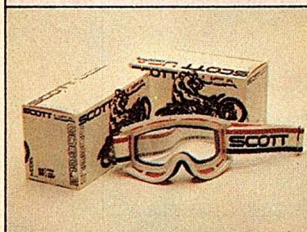
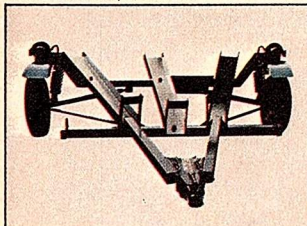
FIRST PRIZE: SILVER TRAIL, cycle trailers employing independent suspension for that low bike look by Silver Trail Corporation, located in Tempe, Arizona.

SECOND PRIZE: GRIFFIN riding suits... total rider protection from Visa-Therm Products, Bridgeport, Connecticut, the people that broke the MX leather barrier.

THIRD PRIZE: ELECTRO HELMETS, now the tops in Europe. Worn by Karsmakers, Jeff Ward, Petty, by ELECTROFILM INC., North Hollywood, California.

quality Citizen Two-Way radio, CB-143 MAXI-MINI just right for the Toyota. PACE Communications, Harbor City, California. ALEXANDER STEERING wheel because it's the real thing. Distributed by Marchal, El Segundo, California. DESERT DYNAMICS Fender flares front and rear, and Roll bar for that finishing touch. GABRIEL HI-JACKER AIR SHOCKS for rear load adjustment is the perfect answer here.

So there it is. You have everything to win and nothing to lose except your record for never winning anything. After all, everyone who comes by will get a free Hodaka glow-in-the-dark key fob or the useful Hodaka cycle slide rule. So come on in and tell us which Hodaka features impress you most. With a little luck, you'll end up driving the most impressive bit of machinery that ever hauled a Hodaka. All the rules are at your participating Hodaka Dealers.



FOURTH PRIZE: SCOTT GOGGLES used by top champions. Foam venting system to reduce moisture, dust and fog.

FIFTH PRIZE: BROWNLIE tie down web straps. You'll like the super lock buckles. Brownline, Torrance, California, manufactures the straps for FLYING TIGERS.

FREE PHONE NO. 800-547-8120 Call for the name and address of your nearest Hodaka dealer. Or check the Yellow Pages or write PABATCO, Box 327, Athena, Oregon 97813.

ANATOMY OF A WINNER:

Introducing the new Yamaha YZ400 Motocrosser. It has Monocross suspension and new Air/Oil front forks.

Monocross: a proven winner.

(a) This is the swing arm of the YZ 400 Monocross. It is triangulated, and rigid. This means the rear wheel of the YZ 400 is always in line. It goes where you point it. (b) Rear wheel travel. This is another advantage of Monocross. The shock is mounted at a 70 degree angle which increases rear wheel travel to 7¼ inches. This keeps the bike's rear wheel (c)—and its power—down on the ground, where it belongs.

(d) Monocross wins races because it's a better shock absorber. In addition to conventional oil damping, it has a pressurized nitrogen chamber. The compressed nitrogen acts as a second spring inside the shock absorber. It keeps air from invading the shock oil and causing foaming. The YZ 400 will give you damping under conditions that cause conventional shocks to fail.

New Air/Oil front forks.

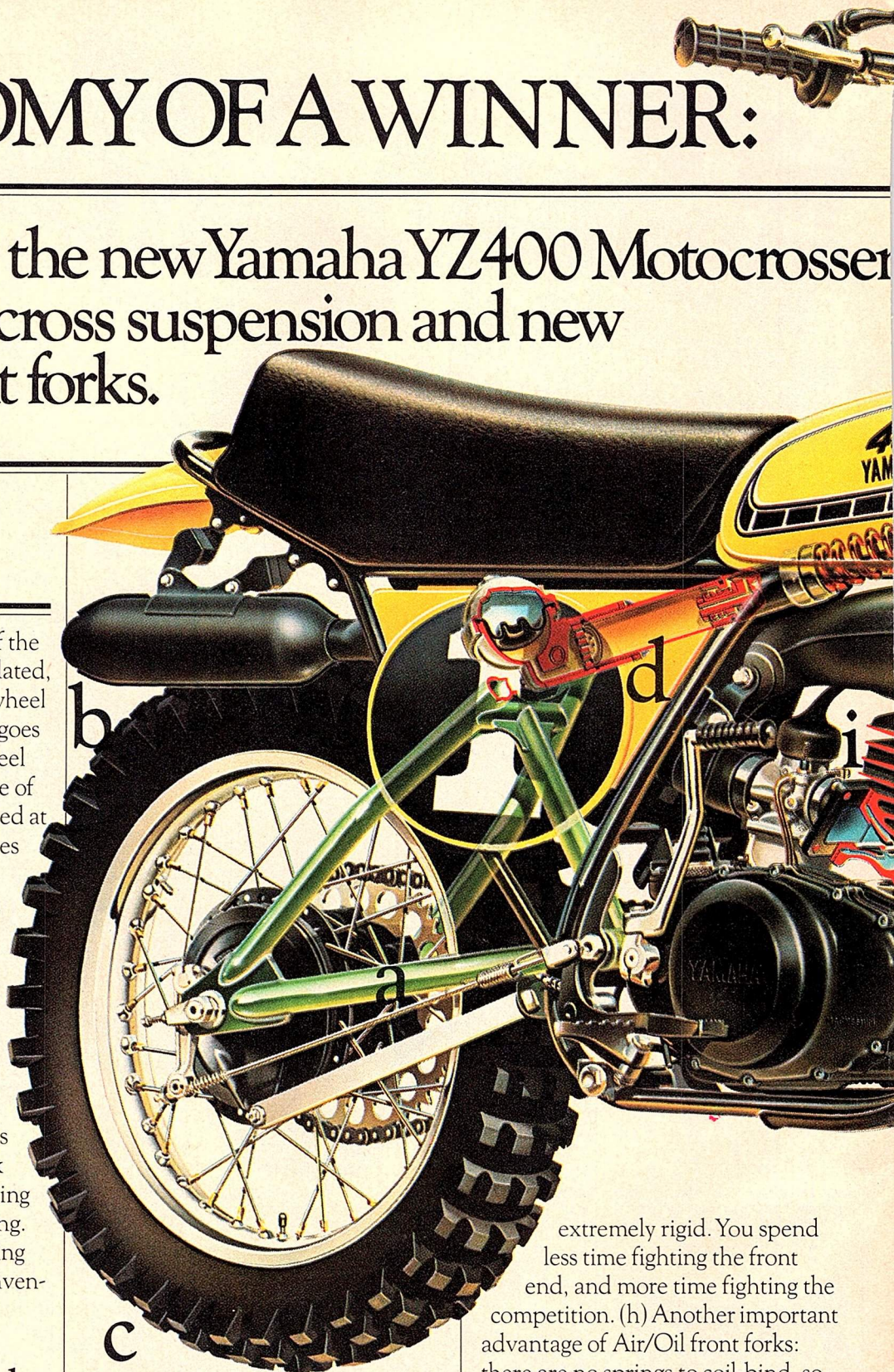
(e) We've replaced conventional springs with a system that uses two pressurized air chambers and damping oil. The principle is simple: pressurized air can do everything a spring can do, and has the advantage of being infinitely adjustable. The first

chamber (f) controls the initial travel. It soaks up the shocks of typical track irregularities. The second chamber (g) controls final travel. It absorbs the shocks of severe bumps. You look at the track, you decide the kind of ride you want, and you adjust the air pressure accordingly. The front forks of the new YZ 400 are also

extremely rigid. You spend less time fighting the front end, and more time fighting the competition. (h) Another important advantage of Air/Oil front forks: there are no springs to coil-bind, so there is no sudden mechanical stop if the front forks bottom out.

The engine: another proven winner.

Last year, the Yamaha MX 400 won more Open Class desert races





THE YAMAHA YZ400.

It has a proven engine, with a broader powerband and more useable power.

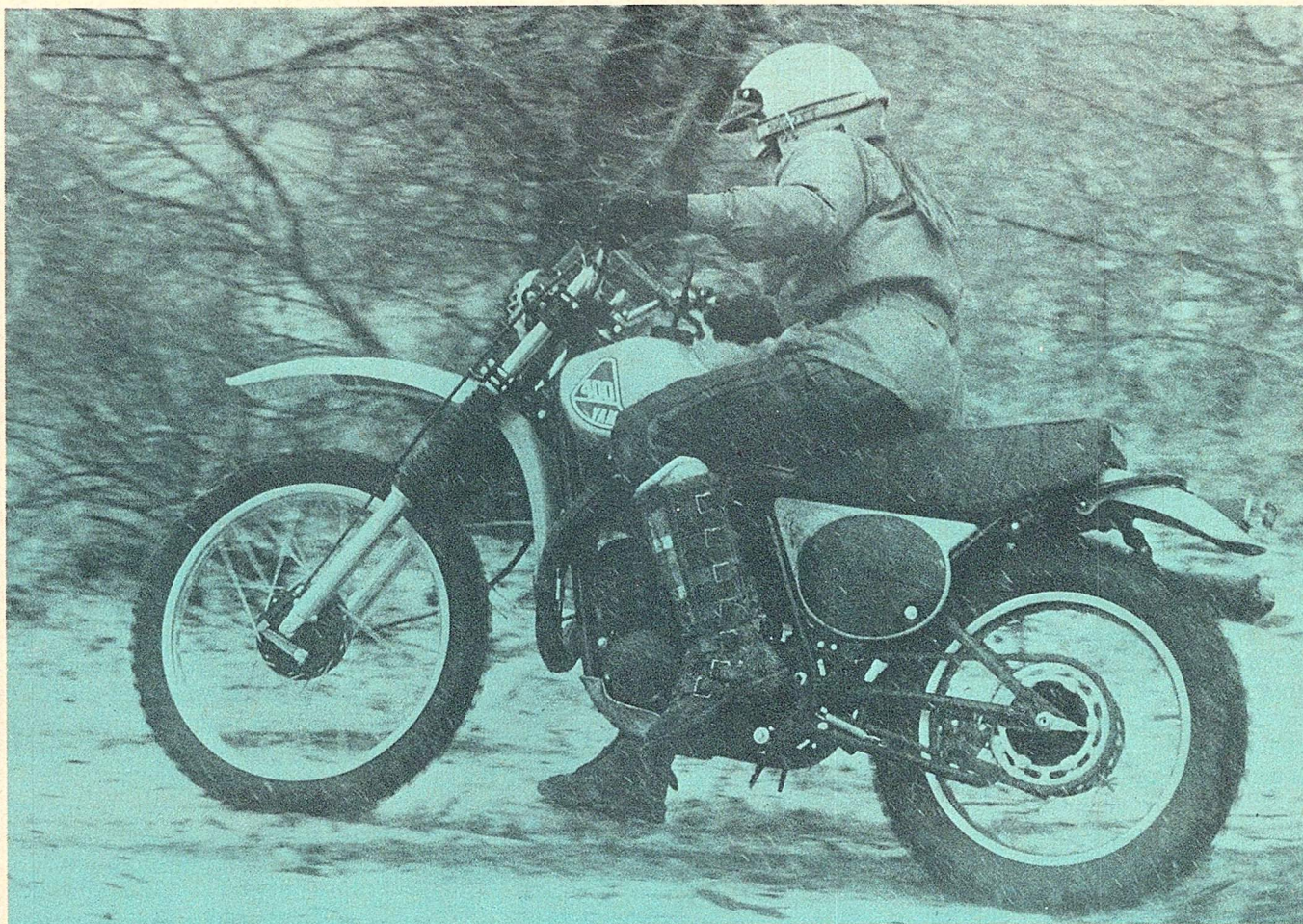
In summary:

Last year's Yamaha MX 400 Monocrossers won big. (j) Look for the new YZ 400 to do even better this year.

than any other machine. The YZ 400 is powered by an improved version of that engine. It has a broad powerband. The YZ 400 comes on at 3500 rpm, is very strong through the middle range, and stays strong up to 8000 rpm. It delivers smoother, more useable power across the band. It gives you quicker response and better acceleration. The reason is the superior fuel/air charging efficiency of the Yamaha six-petal, stainless steel induction system. (i) We call it Torque Induction.

When you know how they're built, you'll buy a Yamaha.

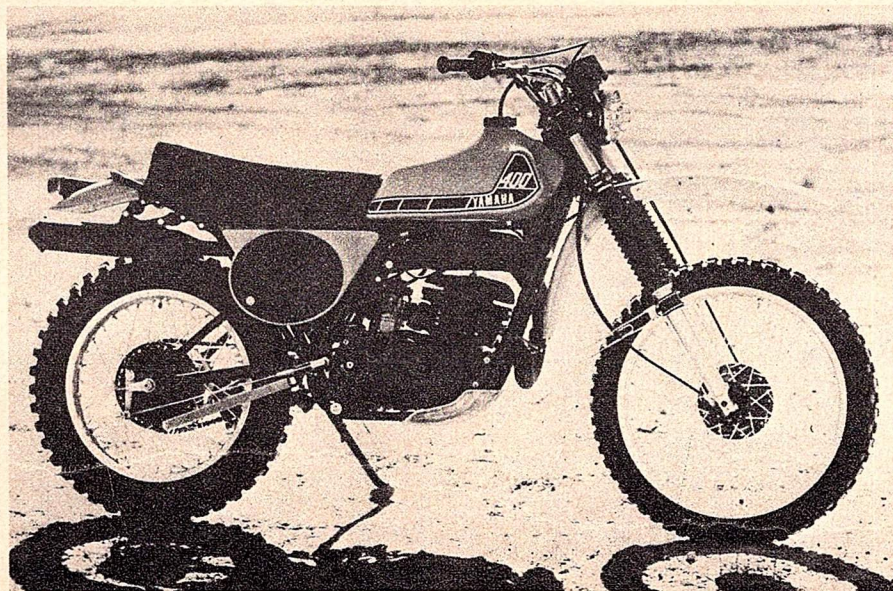




A Monocrosser with lights, Japan's first big-bore enduro cures boredom

YAMAHA IT400

by the Staff of DIRT BIKE



Four and a half weeks ago we took delivery of the most dynamite bike to come out of Japan since the 125 Elsinore.

Moto 1. Over the gate and gassin' it. A . . . C . . . CELERATION!!! Whooa! . . . George was content with two firsts the first time out on the bike.

Race Two. . . No contest. First. Does this thing have handles, or what. Slides! It does most everything right.

Race Three. Holeshoot. Wire to wire. . . Moto 2. Holeshoot. Wire to wire.

Race Four. . . Eight out of eight. Forty minutes sleep? Dynamite!

One hell of a bike. If you didn't know what you were riding, it almost seems to handle like a European machine.

— DIRT BIKE, May 1975

All that was a year ago. Now the White Lightning MX400B, the Mojave's Main Motivator, has evolved into the Yellow YZ400C. But Yamaha was not content with

merely updating their big-bore motocrosser. The basic package has also evolved in another direction, becoming the first Trans-Pacific big-bore off-road enduro machine that makes sense. More than just an enduro machine, it's a Two Day bike, a motocrosser with lights for the Go for Gold set.

Let's delve into the transformation of the MX into a YZ, as a prelude to understanding just what kind of machine it was that got lights and a coat of blue paint.

FROM WHITE (B) TO YELLOW (C)

The new YZ engine has several differences when compared to the old MX plant. They kept the same cases and magneto items, and the same 85 x 70mm bore and stroke configuration. The connecting rod was lengthened by 5mm. They also kept the same length piston, but moved the piston pin hole up 5mm to accommodate the change in the con rod. This modification produces less load on the piston skirt and reduces piston acceleration rates. The result is longer piston life. The cut in the back of the piston was radiused and an anti-seizure compound called Super Nippalloy/Ferrox is used as a piston coating.

There are three porting changes in the new YZ engine, though nothing radical. A sideways bridge, 9mm high and the width of the seventh port, was added between the inlet port and the reed valve charging port — two holes replacing one for better piston support. The fifth port (booster transfer) and the main transfer ports were narrowed by one millimeter. They kept the same shape and height. The exhaust port was not changed.

The electronic ignition got an improved pulsor coil to make the spark more reliable.

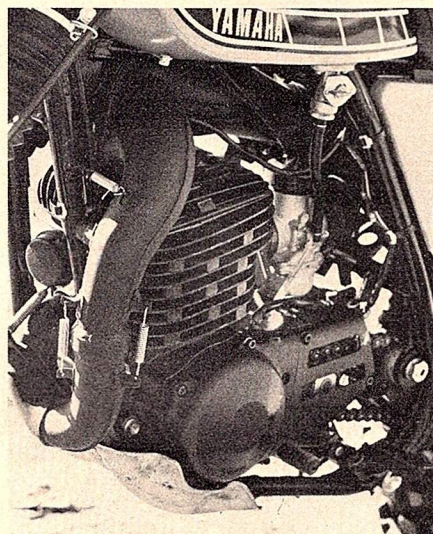
The 38mm Mikuni carb was not changed, except for upping the main jet. The mixer has a special needle jet which drops the main jet lower into the float bowl. The increased fuel volume this provides reduces chances of fuel surge (lean mixture) over very bumpy ground. The carb also has a slide needle anchor that keeps the needle and clip where they belong during carburetor assembly.

The primary gearing ratio was changed slightly from 2.667 to 2.703. Straight cut primary gears replace the helical gears of the MX.

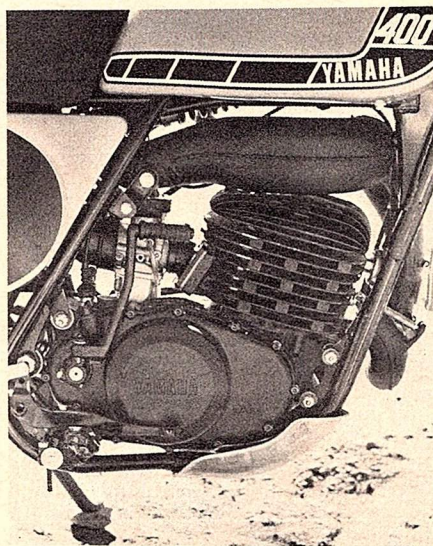
The new YZ straight cuts are "noisier" but more efficient as far as transmitting power, because they eliminate side load on the crankshaft. Overall gearing for the YZ is slightly lower in each gear. The MX drive gearing of 3.57 (14/50) was retained.

The fork stanchion tubes were beefed up. The diameter was increased from 34 to 36mm. Travel was increased from 6.7 inches to 8.4 inches. New YZ air forks replaced the spring/oil forks of the MX.

The monoshock was also modified. Travel was increased to seven inches



Side cases are magnesium with separate cover for the (drilled for lightness) countershaft sprocket. Usual two-piece pipe setup. Note wire spirals on cables for heat protection, plenty of rubber wedges in the fins. Flat pegs (with serrated edges) don't drain well in really goopy stuff. An automatic compression release makes kickstarting a routine chore. Bash plate does not protect rear portion of engine bottom, gives good up-front case protection.



Kickstarter is tucked in nicely.

(up from 6.5 inches) by shortening the collar behind the monoshock piston. Oil capacity was upped 30cc to 320cc. They also went to longer springs, with a selection of five (instead of three) different rates (3.4 kg/mm, 3.6, 3.8, 4.0 and 4.2) that fit all 1976 monoshock models. The 3.8 (red coded) springs are standard.

The caged needle bearing swing-arm got a new American-type Zerk grease fitting. Round tubing replaces the rectangular tubing used on the MX.

HANGING LIGHTS ON THE YZ400

Here's how the IT400 varies from its father, the YZ motocrosser: Lights, forks, spark arrestor, gas tank, rear tire, two transmission ratios, gearing and weight. The IT uses the same carburetor, engine, pipe, monoshock and chassis.

The IT forks are standard spring/oil units rather than air forkers, but the internals are the same except for deleting the "speedo and tach" up top and adding springs. The stanchion tubes are 40mm longer than those on the YZ.

Lighting is of the functional enduro type (not street-legal) — TY illuminators, rubber-mounted.

The foot-long USFS-approved spark arrestor/muffler is welded right onto the end of the exhaust pipe and held in place with two rubber-mounted bolts.

The IT's tank is plastic, holds 3.2 gallons. The YZ container holds 2.1 gallons, is alloy.

The YZ comes with a 5.00x18 Dunlop, the IT has a 4.50x18 Bridgestone Motocross. Both bikes have the "good" 583 D.I.D alloy rims.

Yamaha claims a dry weight of 249 pounds for the IT, 232 pounds for the YZ. Last year's MX weighed 238 pounds with one gallon of gas, on our scale. The IT with one gallon weighs 258. The endurofication of the racer has added 17 pounds. With the tank topped off at the start line the weight is 273½ pounds.

The IT's chain tensioner differs from the YZ's. It's the better roller type.

The IT also has a bash plate, not found on the YZ.

Both bikes have identical primary gearing. The IT has 15/46 tooth counts (3.07), the YZ 14/50 (3.57). The IT has taller overall gearing in every gear, ranging from a 21.05

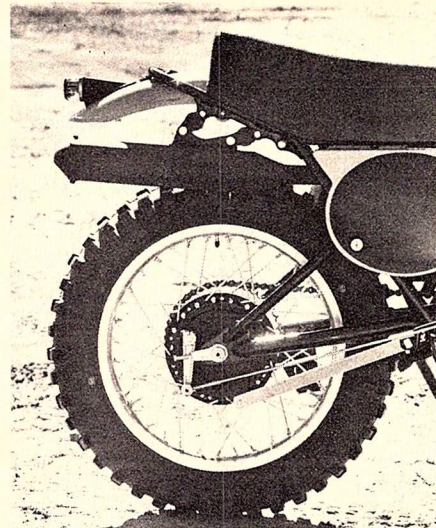


first to a 6.38 fifth. The YZ ranges from 22.07 for first to 8.11 for fifth. Transmission ratios are identical for second, third and fourth gear. The IT has a lower first — 2.54 (YZ is 2.29) and a taller fifth — 0.77 (YZ is 0.79).

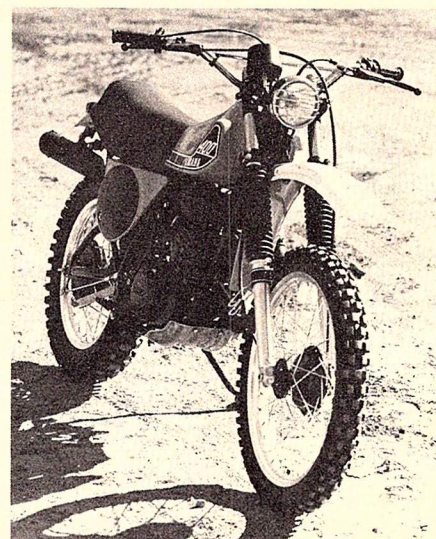
The IT has a rear breathing rubber snorkel attached to the air box for additional waterproofing, something absent on the YZ.

The IT hub is also different, to accommodate the larger spoke nipples for the enduro model.

That's how the IT differs from the YZ after adding a coat of darkish sky



Light rear sprocket, beefy chain guide, plastic roller for chain tensioner, TY taillight, new round tubing swingarm. One Phillips secures side panels. Rod-controlled rear brake, still locks up easily. Cap on end of spark arrestor secured by two easily removed Phillips bolts. Arrestor is rubber-mounted, good, secure setup. No cotter pins to diddle with during chain adjustment. It has stop light wiring; all that is necessary is adding a switch to hook it up.



Eight years after the DTI, it's all there.

blue paint.

BOONDOCKING BIG BLUE

After adjusting to the initial shock of seeing a blue knobby Yamaha, what's it like to ride the IT? It's fast. With stock gearing it'll top out above 80, yet first will plug along quite low, picking its way through slippery, snow-covered rocks, mud, ruts, etc. Believe us, we know. Gear it down a tooth or two for less exuberant cross-country runs and first should climb buildings in a single bound. Putt along and then open it up. Acceleration without

instant sidewaysness. Rate this engine along with the late KX450 as the powerplants that thumper lovers select. The grunty, powerful engine, along with the straight line Monocross stability, is why the MX400B became so popular in the desert.

The bike is tall and carries a lot of weight high. How does its 258 pounds compare to some other enduro favorites? Husky WR360 with a gallon of gas: 243 pounds; Penton 250: 248 pounds; Bultaco Frontera 250: 246 pounds. You know there's something up front

when it's time to turn. Standing up for the tight, thread-a-needle type riding definitely helps. On open ground the Monocross suspension permits much sitting. The seat is foamy and the rear end soaks up the jolts.

How about some specific rider comments?

"It's super-plush, a good play bike. You can ride all day on it. Good low end power helps for playing around. I think it's faster than the 360 Husky, bottom ends are about equal. The tires grabbed good. I could stop at the bottom of a hill and climb right up. The front end feels heavy, particularly on real tight trails, but precise; something like the Penton, but heavier. Still, you can lift the front end up when you want, too. The front brake is real good, the rear is a hair too touchy. For serious enduro riding I'd probably take the Husky, only because it's a little bit stronger. If I had to buy one, I'd take the Yamaha."

"It's very nimble at speed. At slow speeds you feel the tallness. It wants to fall over; it doesn't react much to 140-pound body changes. Really plush suspension. The power is so neat down low. You can lift the front instead of breaking the rear wheel loose. Just torque it on through, it always has traction. That's what's so neat about it."

"It's the worst bike I ever had to carry, push and shove through a snowstorm in my life."

"It's got the widest second gear ever made. No matter what you're doin' you find that you're in second gear. That's neat for narrow paths, just gassit, no need to shift. It's well waterproofed. I ran it up the creek bed. You're always aware of the weight. It'll go up anything. You don't have to worry about losing traction, just pick your way up. It's interesting that a bike that high and heavy does handle as well as it does. The power is very predictable; it doesn't give you any surprises. It's too heavy to be the best bike in its class, but it's definitely a serious enduro bike, something no Yamaha has been accused of before."

"It's the lightest, quickest dumb blue tractor I ever drove. It's got to be the ultimate Joe Average big-bore trailbike for the money. It's really comfortable and it's got all the good stuff on it. The monoshock finally works like a good set of laydown

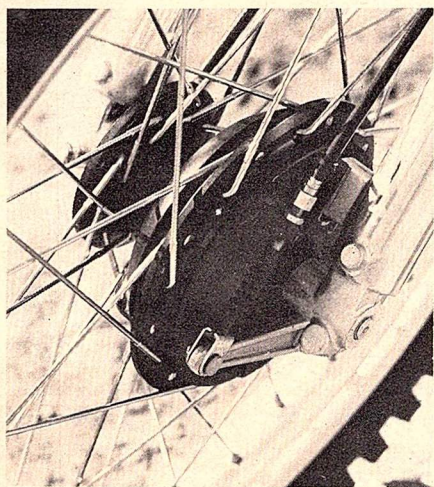


shocks. You don't have to buy a big tank and bash plate, they give it to you. The forks work nice, really well for a Yamaha. The tires are bitchen. The powerband is just *so* good. It'll plow through anything. It's definitely heavier and bluer than the MX400B."

"With stock gearing, fourth is enough to give you a real thrill. I'd gear it down for enduros or play riding. Beautiful engine. Gear it down one tooth and I doubt if you'd ever have to play the clutch on real slow stuff. We took it around a tough observed trials loop. Yeah, it



Vented super-zoot rubber fork boots are stock item. Both fenders are flexible plastic. Bolt-on front fender extension is stock on IT. It withstood a lot of abuse from snow crashes, worked well. Headlight has boulder bars, is rubber-mounted, nice setup. Brake backing plates on both hubs are magnesium. Hubs are new, reinforced. Speedo is tenths resettable. Plenty of cable guides; they do the job.



Magnesium brake backing plate, rubber cable cover, strong (expensive) 583 D.I.D rims with heavy-duty spoke nipples. Spokes didn't loosen up. Two rim locks on the rear, one up front.

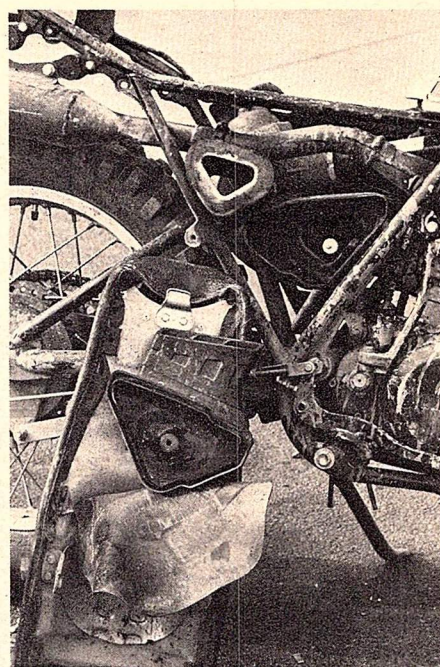
feels tall and a bit heavy, but the traction is almost like a four-stroke. It wasn't spooky on big wet rocks, give it some throttle and let it tractor. I'd rate it close to the Husky and it's a lot cheaper."

Comments from a national enduro rider, sponsored by another manufacturer: "It's a neat motorcycle; the best enduro yet out of Japan. With the TT and this IT Yamaha really has the big-bore market covered. I was really impressed with the forks, Yamaha's best ever. Fifteen-weight oil worked well for riders from 170 to over 200 pounds. The monoshock felt a little harsh in the stuttery stuff, but it was good. The engine has real good torque, great enduro power. I couldn't find a hill I couldn't get up and I was deliberately letting off on the power to test it. I don't think the front end is heavy for an enduro, I could wheelie it in third. After 150 hard desert miles we didn't have to touch the spokes. We took the top off looking for high spots; there weren't any. The tires were pretty good. A good thing about that monoshock is that it won't fade at a Two Days. You get to the last special test on the second day and you still have rear end suspension. What big enduro would I pick from Husky, Penton, Bultaco and the IT? If I was real serious about Two Day Qualifiers it'd probably be the Husky, but for enduros I'd be very tempted to pick the Yamaha. I think it will prove quite reliable. There are very few enduro bikes that I like, but the IT is one of them."

Comments from a veteran enduro campaigner/development rider. "You sure would have to be a mean SOB to ride that in fifth with stock gearing. It doesn't like to go slow, but it has such a fantastic range of speed. Enduro riders could gear it down and they'd never have to clutch. It's fast, the suspension works. You say this year's engine makes less horsepower? Anybody who needs more horsepower than this is a gorilla. There are a lot of nice little touches. Neat chain tensioner. I thought the pegs and ground clearance were going to be a little low, but they're acceptable. It's a good trade-off for the high weight. The exhaust routing is very good. Think about the pipes on the Husky, Penton and Bultaco. The Husky can burn your leg, the Penton isn't tucked in and the Bul downpipe gets

dinged. I'm five foot nine, and it's not too tall for me. It has a low seat for a long travel rear. No doubt it's going to be popular; it looks like you can buy it and ride it."

Here's what Jim Connolly said: "It pulls better than the TT500 up in the hills. That motor, you couldn't have anything better. It climbs like it has chains on it. You can come off the throttle and come back on. And it'll go faster than you want to go almost anywhere. The monoshock is super, really smooth. You can really go fast sitting down, it just boogies. It's neat launching it off of jumps. It just goes



One Phillips for each side panel. One wing nut secures each of the two air box covers. Foam filters slip over plastic frames and mount on a plastic rod into which the wing nuts screw. Seat base is plastic. Two 10mm bolts, requiring a socket wrench for removal, hold saddle on.

swoosh, soaks it all up. You don't notice the weight running in a straight line. The forks work good, but the front end isn't right. It'd really be bad if the Bridgestone tires didn't work so well. They really hang on, and give you the feeling the front end will work; but it's unpredictable, especially in gravel or loose stuff. Don't try to slide it with that washout front end, once it goes it doesn't come back. It's best to use straight line cornering, but it's hard to slide up on the tank. It definitely handles better if you do slide up, though. Steady power works best, rather than on and off with the throttle. You could probably fix the front end by tucking in the forks and

using forward mount axles. I like the IT power better than any other enduro bike I've ridden. You can ride any type of enduro with it, tight or go-fast. And primary kickstarting sure is nice if you drop it in the mud or get stuck on the side of a hill. In a slippery mud run the weight and the front end would probably start bugging you. For running a Two Day Qualifier I'd take a Frontera or Penton. You can throw them around and they steer very easily. You have to coax the front end on the Yamaha and Husky. I'd probably take the Yamaha over the Husky."

built a modified MX400B Six Days bike for Chris Carter to ride in the Two Day Qualifiers. Chris finished all five rides, taking three Golds, then Bronzed at the Isle of Man. Some of the mods were very sophisticated and will most likely influence changes in the IT400D next year. Other setups are things that IT400C owners may consider for their bikes. Here's a collection of suggestions:

Hook up a kill button on the left side. The TY250 light assembly switch bolts right on the left handlebar. The horn switch can be

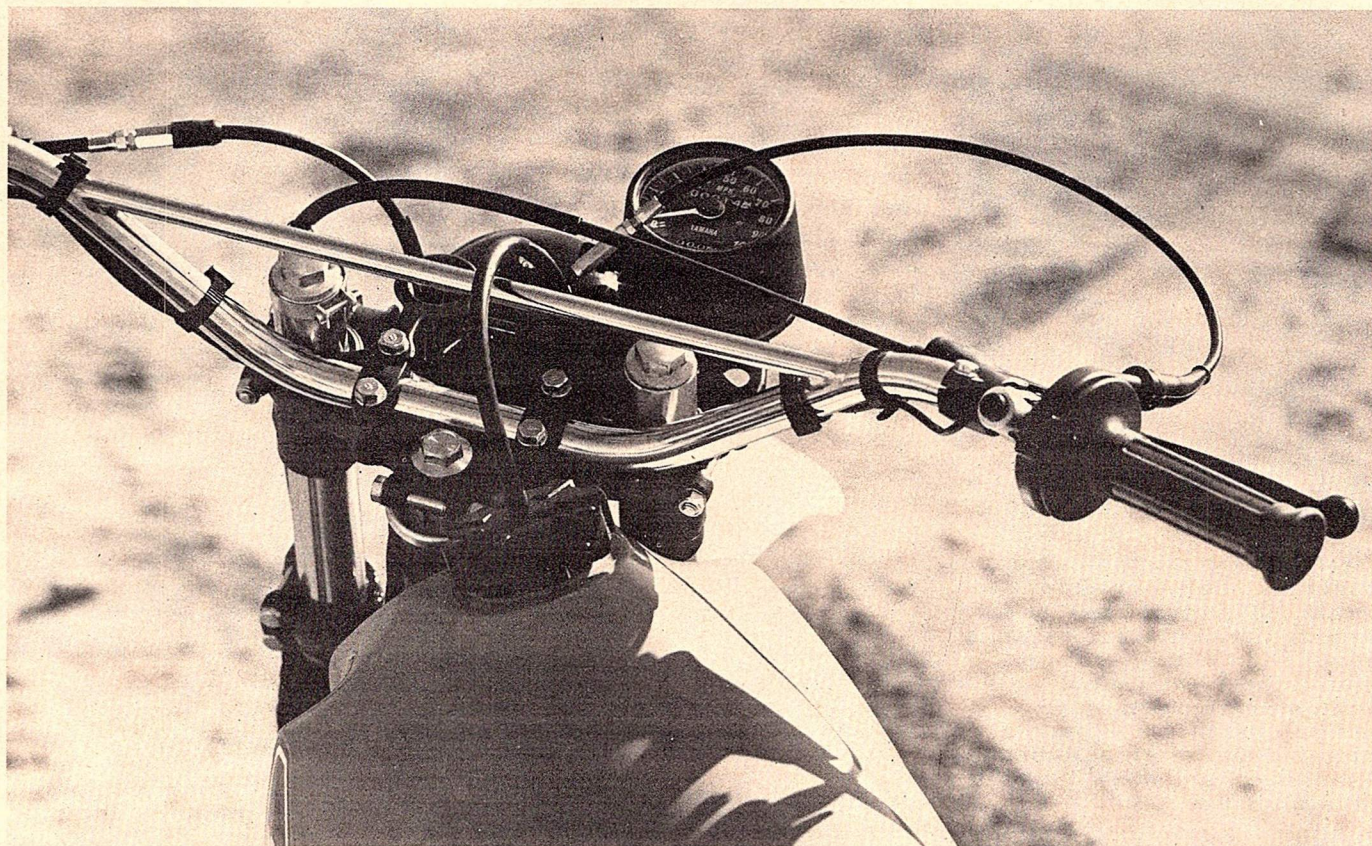
hooked up to the kill wiring.

Gusset the rear of the frame behind the seat if you're planning on strapping on an accessory tool kit.

Come up with a chain guard. The C model doesn't have one to keep gorp from the rear rubber off the chain.

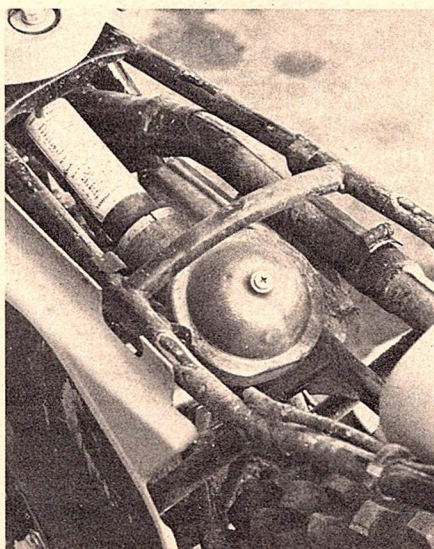
Consolidate bolt sizes. Carter's bike needed just a 22mm/13mm combination wrench for major bolts and the spark plug. The IT uses 10, 12, 14 and 22mm. You can weld together one socket wrench to do it all.

Add a choke lever extension cap to



Super-zoot gas cap also doesn't leak. Opening is good size. New-type handgrips are welcomed relief from waffle hand-chewers. Note fork tubes extending about two inches above top triple clamp. Stanchion tubes on IT are 40mm longer than those on YZ. Note kill button just in from throttle and handy cable adjusters. Fork oil can be changed without removing handlebars.

And multi-Gold Medalist Carl Cranke had this to say: "The front end didn't work right for me. It's got a really good enduro engine, that's the one they ought to call the Enduro, not the DT. My foot still isn't right."



Seven inches of pure travel.

make it easier to use the choke with gloved hands. Webco makes it.

Carter's bike had tits inside the rims to grip the tire like Sun does. These can be heliarced. It's also possible to chisel them about an inch apart inside the rim.

Yamaha ran longer vent hoses up under the gas tank on Carter's bike to avoid any chance of sucking up water on the cases.

The wheels on Carter's bike were modified so that the axle stayed with the rear wheel during removal, eliminating the hassle of various pieces scattering during tire changing. Cam-type adjusters were added.

A rear fender extender or a Preston Petty rear fender gives more

EVOLUTION AND TIPS

Last year Yamaha International



JUNE 1976

mud protection.

Carter's bike had a centerstand added to make it easier to change tires.

The bearings and the ignition wires were given additional sealing. This has been done on the IT.

A Yamaha number plate can be added by lowering the headlight and trimming the plate. Or the rider can mount a Petty headlight/number plate.

Some filing was done on the front brake arm down at the hub so that the front brake cable could be removed without having to pull the retention pin.

Additional waterproofing, to protect against water being kicked up from the rear on the right side. Use duct tape or build a little shroud on the number plate. The left side is OK because the CDI box blocks out any possible water deflection.

BITS AND PIECES

All engine mount bolts use lock nuts.

Excellent owner's manual is 150 pages. Diagrams, part breakdowns, plenty of things most owners probably don't even want to know about, but it's all there.

Wire spirals protect cables wherever heat might be a problem.

Shift shaft is short, less likely to get bent from a crash. There's a roller on the swingarm to prevent the chain from attempting to saw it in half. Chain tensioner also has a plastic roller.

A silencing kit (83 db) comes with the bike. It includes an air cleaner baffle, muffler baffle and smaller 190 main jet.

Tank and gearbox of IT will fit right on/into YZ C models.

Yamaha timed changing the two air filters in 1:45, just five seconds slower than changing the one filter on a Jawa.

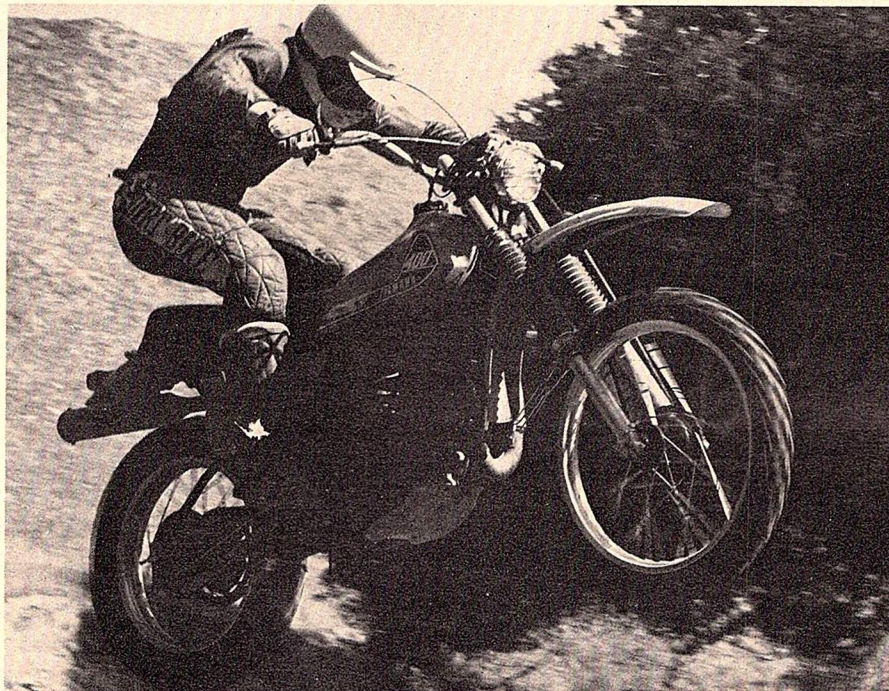
BABE, THE BLUE TRACTOR — SUMMATION

The IT should attract a lot of big-bore riders. A bit heavy, it has an excellent enduro engine taken right out of a popular motocrosser/sandphaster. Even the most devout four-stroke freaks will have to admit to its tractability. The monoshock system has been refined in its second year on the market, eliminating that harsh - unless - it's - run - wide - open feeling. It can be ridden all day,

most of that time planted flat in the saddle.

The only prevailing complaint about the IT was its kicked-out front end geometry. The IT is a real

"enduro," worthy of consideration with the traditional open class favorites from Europe. Top end or torque, it's got it, and it's blue. What more does it need?



YAMAHA IT400C

Price (retail, approx.)\$1485

Engine Type:

Single-cylinder, reed valve,
seven-port two-stroke

Displacement397cc

Bore and Stroke85mm x 70mm

Compression Ratio7.6:1

Carburetion ...38mm Mikuni VM38SS

Jetting:

340 main, P-4 needle, 6F16-3rd jet
needle/clip position, 3.0 cutaway,
60 pilot, 80 starter

Spark PlugNGK B8EV

ClutchWet, multi-plate

Primary Drive:

2.70:1, straight cut gear

Transmission Ratios:

1) 2.54:1 (21.05 overall)

2) 1.71:1 (14.14)

3) 1.30:1 (10.78)

4) 1.00:1 (8.29)

5) 0.77:1 (6.38)

Final Drive:

520 D.I.D chain, 3.07 ratio

15-tooth countershaft

46-tooth rear sprocket

Air Filtration:

Dual oiled foam, use 10/30 oil

Electrical SystemCDI magneto

LubricationPre-mix

Recommended FuelPremium

Recommended Oil ...Yamalube R, 20:1

Fuel Capacity...12.1 liters (3.2 gallons)

FrameSteel, double cradle

Suspension:

215cm travel (8.4 inches); 246cc oil

18.0cm travel (7 inches); 320cc oil

Wheels and Spokes:

D.I.D shoulderless, alloy #583

Tires:

3.00x21 Bridgestone Motocross

4.50x18 Bridgestone Motocross

Dimensions:

Wheelbase:

142.5cm (56.1 inches) claimed;

56 3/4 measured

Swingarm length:

44.8cm (17 5/8 inches)

Ground Clearance:

25.4cm (10 inches) claimed

and measured

Bars, width83.8cm (33 inches)

Bars, height ..114.9cm (45 1/4 inches)

Pegs, width ...44.5cm (17 1/2 inches)

Pegs, height ...36.8cm (14 1/2 inches)

Seat height ...92.7cm (36 1/2 inches)

Rake and trail:

31 1/2 degrees; 5.4 inches

Weight:

112.9kg (249 pounds) claimed dry;

117.0kg (258 pounds) actual with

one gallon of gas; 45.3 percent on

front wheel, 54.7 percent on rear

wheel

Brakes:

Front: Cable-operated, 130mm

diameter

Rear: Rod-operated, 160mm

diameter

Instruments:

Speedometer, tenths resettable

Lights:

6V, 35W head; 6V, 5.3W tail

Silencer.....Yes

Spark Arrestor.....USFS-approved

Primary kick.....Yes

Warranty.....None

Parts Prices:

Piston assembly\$27.42

Rings\$8.20

Clutch cable\$4.94

Cylinder.....\$116.96

Shift lever\$6.86

Brake pedal.....\$7.74

Clutch lever.....\$3.72



The New Dodge Street Van.

It's the first van that comes factory-customized.

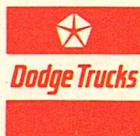
Complete for the street with:

Great-looking fat tires, flashy chrome wheels (or our new painted spoke wheels). Extra bright trim on the outside. High-back buckets with fold-down armrests. And as a treat for your feet, thick carpeting up front.

Plus, every Street Van comes complete with a Dodge Customizing Idea Kit. It's loaded up with trick paint designs for the outside. Full-size templates for the inside custom work. And much more.

When you put yourself into a Dodge Street Van, Dodge also puts you down for a one-year membership in the new Van Clan—a van association that gives you travel services, van theft protection, and more.

That's how Dodge starts you out. How your Street Van ends up is up to you.



Send for free information on the Van Clan!

The Van Clan
P.O. Box 125, Birmingham, Mich. 48012

Name _____

Address _____

City _____ State _____ Zip _____



The Harley-Davidson SX-250.

The rear wheel puts it at the front of its class.

Just take a look at one part of the SX-250—the rear wheel.

It's different. Vastly superior. Because it features an International Six Days Trial rear hub for fast and easy wheel change. Imperative in racing and rallies. No other bike in this price class has it. You'd have to pay hundreds of dollars more for a European import racing bike to match it.

Look again. There's a snail cam adjustment at each end of the hub to assure simple and accurate chain tensioning. And, it provides for precision rear wheel alignment, too.

More. The rear tire lug. Keeps wheel and tire together better than any other system yet devised for dirt riding.

Naturally, the SX-250 has 5-way adjustable rear shocks to meet load and road conditions.

Now consider features that aren't easy to see. CDI sure-start ignition. Primary start.

An exclusive oil-in-the-frame reservoir as well as an exclusive chrome bore aluminum cylinder engine for long life.

It's easy to see why the Harley-Davidson SX-250 ran away with the overall motorcycle championship in the 1975 Baja—and grudgingly accepted second to a 4-wheel drive car in the total standings.

The SX-250 is one helluva motorcycle. And can mean the difference between excitement and boredom in your life.

See it, and all the Harley-Davidson motorcycles from 125cc through the legendary superbikes at your AMF Harley-Davidson Dealer.

He's got still other ways to show you how to beat the others when it counts.

AMF

Harley-Davidson

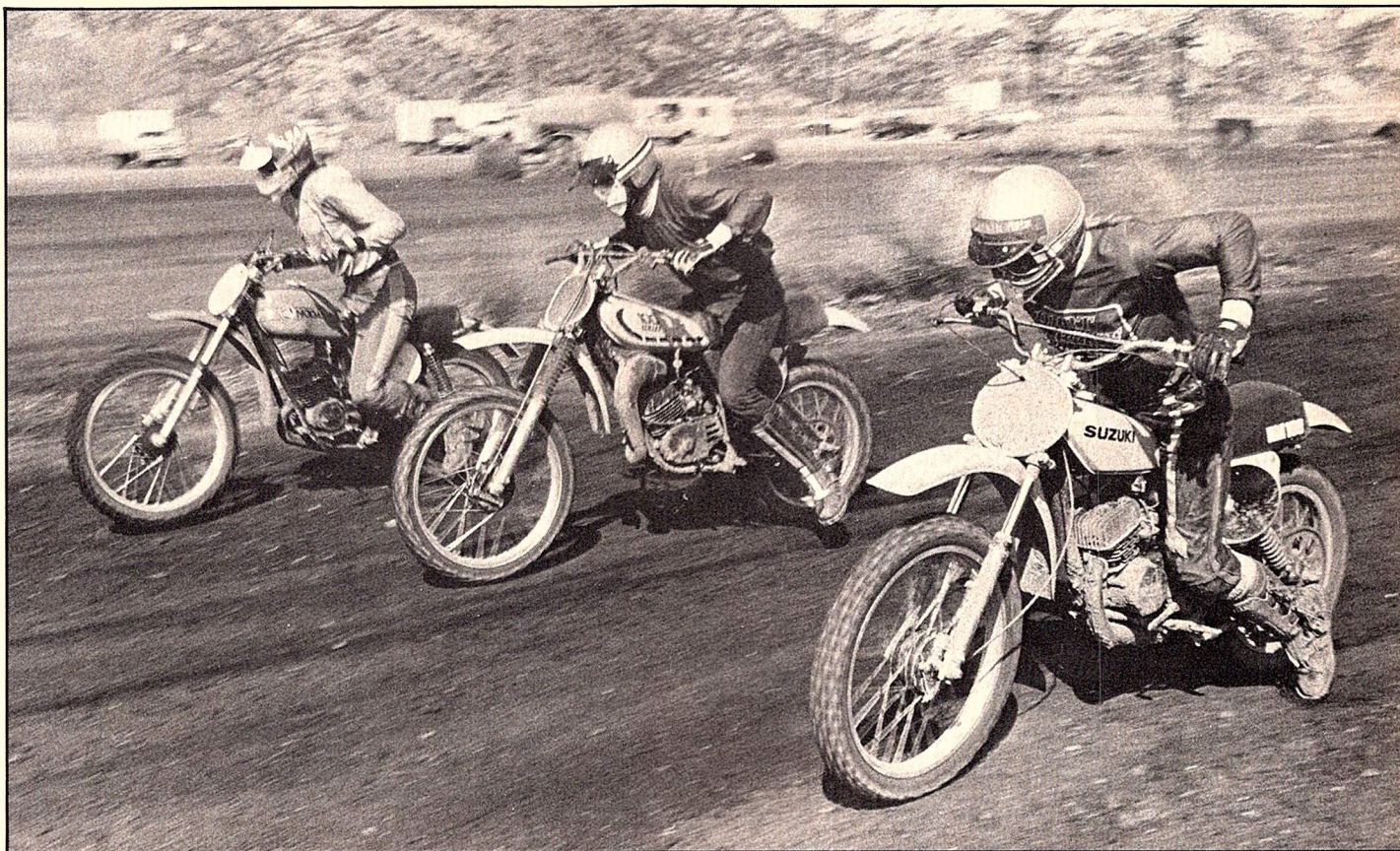


The Great American Freedom Machines.

Harley-Davidson believes in safety first. Before you start out, light your lights, put on your helmet and watch out for the other guy.







If it's not yellow, why bother?

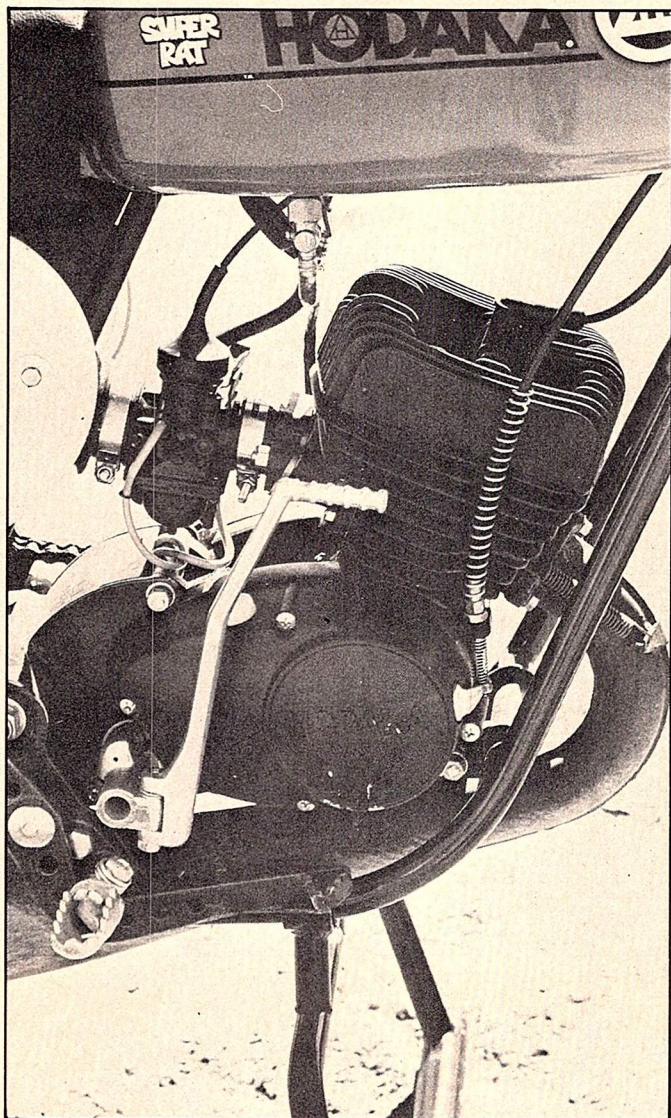
SUPER RAT vs. YZ vs. RM...

by the Staff of DIRT BIKE

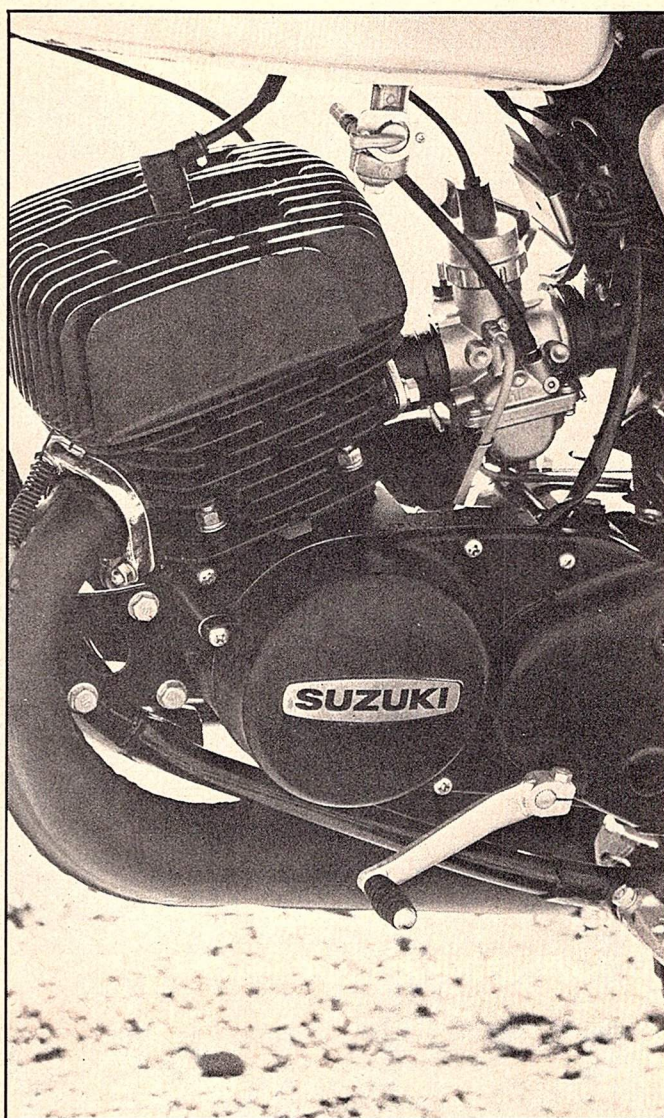
Many moons have passed and many changes have gone down since we last looked in on the Hundred's gang. The day has long gone since the bunion nibblers were mere 98cc weaklings. They're now muscle-bound, fire-breathing demons, blazing their way across the wild and wooly West, grabbing a firm toehold in the power crazy world of motocross. One member of the group, standing alone behind his feared reputation, remains untouched by time, looking exactly as he had over a year back. His name, Ho Daka.

The others... Ya Maha will scarcely be recognized by his old and true friends. The months have been good to him, for he has been transformed from a baby Screamin' White Zonker into a fun-sized Yowlin' Yellow Zoomie. A relatively new member, Suz Uki, had not yet joined up when we last shot it out with the Hundreds. Little Suz brings along





This year's, or last year's?



Master of motory.

the nickname passed down to him by his bigger brothers, RM. Those two initials alone are now enough to strike terror into the cranks of lesser bikes, near and far.

But let's climb over this berm and take a closer look.

Ho, known to his close buddies as Super Rat, comes in stunning orange and blah blue and looks like a racer — at least last year's. Styling is definitely late '60s Buick.

Ya, YZ for short, has come a long way from the little scooter we race tested last year. This year, the baby YZ uses virtually all of the components found on the jazzy air-forked 125, except that it's debored and has last year's 125 forks. It even has a couple of things last year's quarter-liter didn't have, including a big 520 chain with a tensioner. And it comes with the new redesigned, longer travel, monoshock suspension.

The RM is your basic scaled-down rip snorter, with at least a couple of

parts borrowed right off the bigger ones. The only thing the RM has in common with the YZ is that they are both mellow yellow.

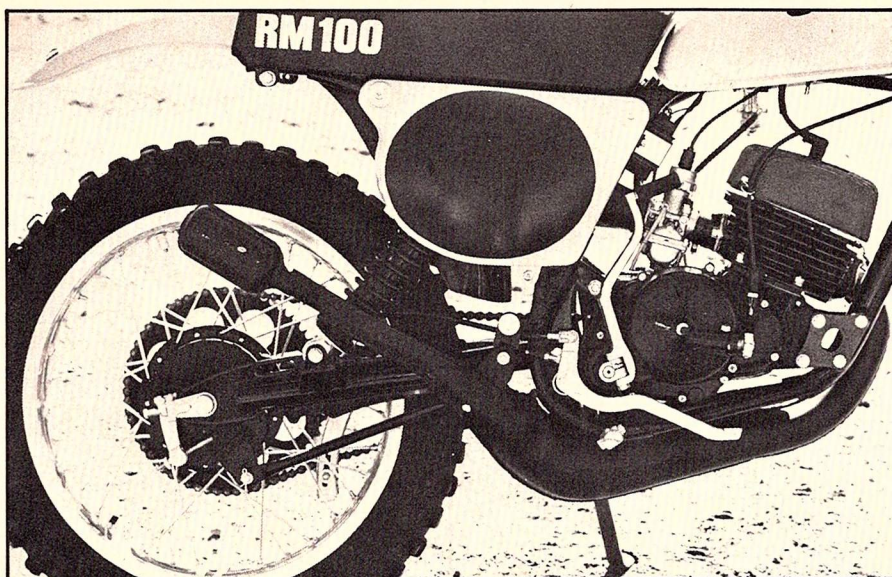
WE MAY AS WELL LAY IT ON YOU NOW

When the echo from the last shot had faded away and the dust had settled, one bike stood alone. The RM. It is our combined opinion after countless hours of exhaustive testing that when comparing each package, feature for feature, the RM is indeed, an RM. And in the tradition of RMs, its power, handling, suspension combination brought victory.

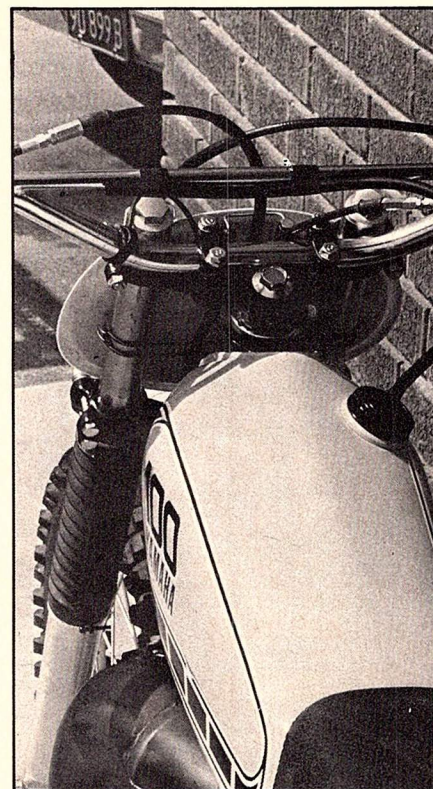
The Super Rat was the first to bite the dirt (hit the bullet?). Although the bike was not too far out of line last year, it has been lying dormant since then, and sends you back to the days of the dinosaurs as you straddle the little orange rat and resign yourself to chasing the yellow



zoomies. The Hodaka's power is more usable than that of the others, but there's not quite enough of it. You can count to two in the time it takes from when you push the shift lever, to the time it downshifts. We found that by keeping the shocks



The winning RM bears certain similarities to the TSs of yesteryear.



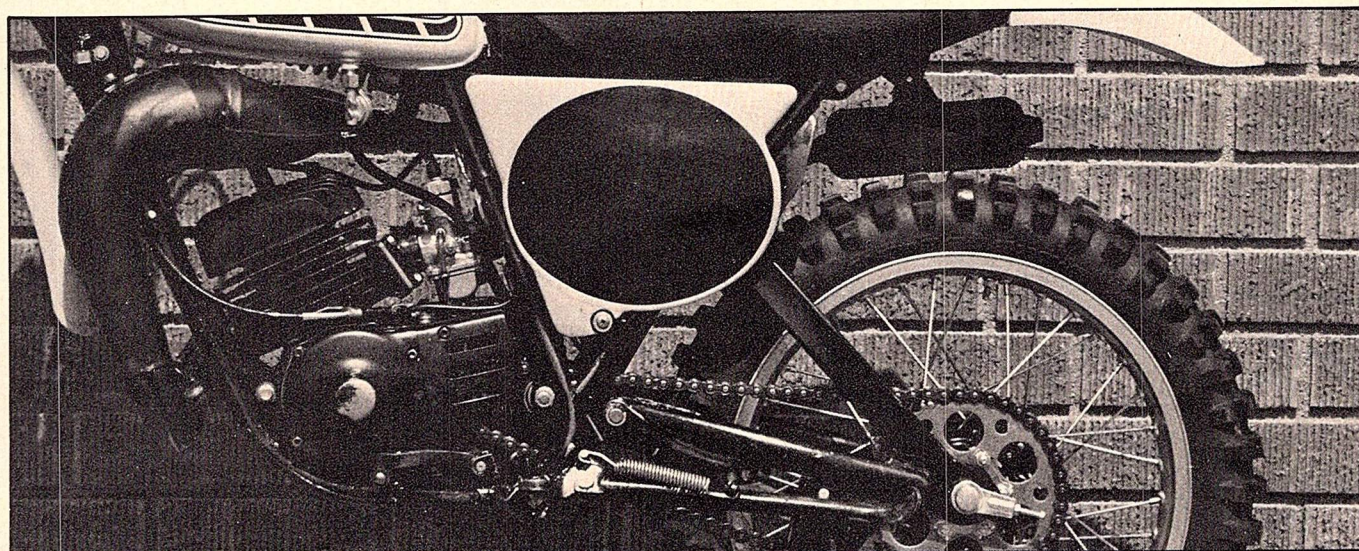
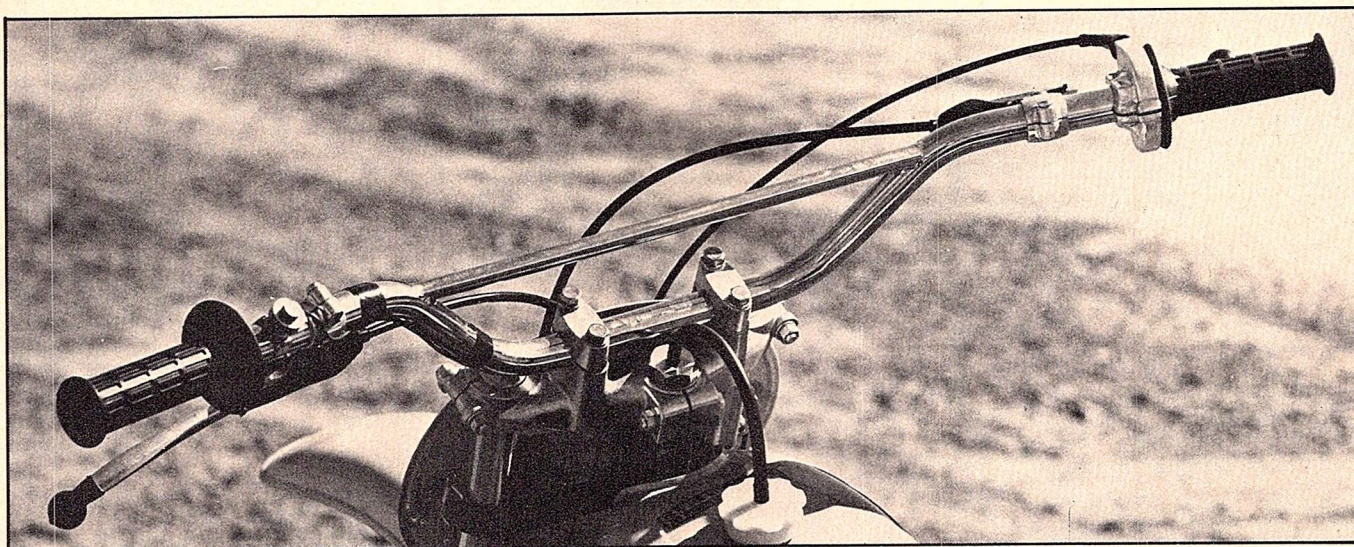
bolted to the front top mounts you gain a full 7.5mm over the conventional rear mount. Not enough.

The Hodaka's suspension was only good enough for smooth tracks, and was unacceptable for rough stuff, front and rear. But when you tried to ignore the suspension, it was obvious that the geometry and steering were right in the ballpark. When you combine that with the Rat's broad powerband and then consider the price, it wouldn't be too bad a scooter if it only had suspension.

Power figure was 14.3 horses at 9500. If your bag of beans is play riding rather than serious competition, where things like peak horsepower, quick shifting and the ultimate suspension don't play as big a part, the Hodaka's smooth, usable power and dependability may be the way to go.

Blasting around on the second place yellow bike (the YZ) revealed





Your basic debored 125.

that it had the best suspension system of any 100 we had ever ridden — that is, when it comes to carrying 130- to 190-pound riders. The redesigned monoshock, like the bigger monos, works more like a shock absorber now. And this one has an additional 14.5mm of shock travel over last year's 125cc unit. Up front, we couldn't find anything good or bad to say about the telescopic, hydraulically dampened, spring suspended forks. Well, we could say that they actually worked like forks should, unlike Yamaha forks of old. Travel front and rear was well beyond the limits of hundreds of the past, as well as of our other two competitors. Strangely enough, it was more like a 125's. But suspension isn't everything, just a lot.

The YZ's handling was not up to our expectations, in spite of the suspension. Stability was lacking in the turns and on the straights, due

partly to the peaky motor. And we had a problem with the tight-shifting gearbox, almost from the beginning. It was hard to get the bike to follow the same line lap after lap. There was a tendency to start sliding before it was necessary, and sometimes without warning. And the slides weren't easily controlled. The YZ explodes from 6 hp at 7000 rpm to 14.6 at 9000. In between, the dyno freaked out, hence part of the handling problem.

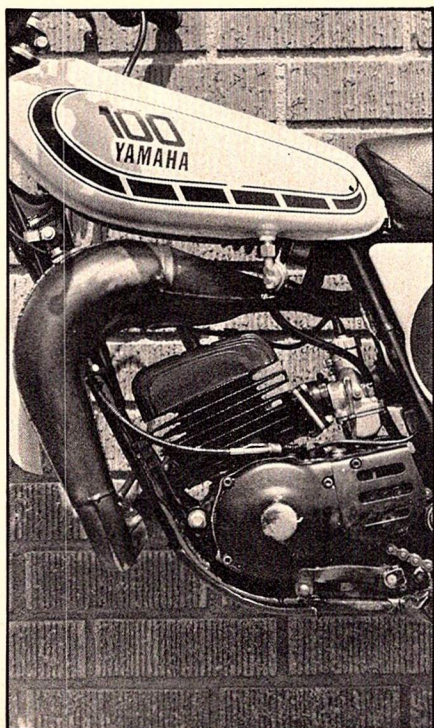
The mono was slightly on the stiff side rearward, even for our heavy-weights, so figure what it would be like for your basic 100-sized rider of considerably less weight and size on a tallish full-sized 125 chassis with a very pipey motor. . .

That brings us around to the RM. Rear suspension was equal to or a little better than the YZ because it was a little softer, while doing the same job and offering five spring preload positions that are easily

altered. The forks weren't as good as the rear — especially when landing off large jumps — possibly due to the rider overload. Our lightest rider felt less of a jolt as the forks stopped, but still the dampening isn't quite right. Some places it didn't bother you at all, in other places it was a major. A change of oil didn't help. Maybe a little stiffer springs for the heavier hundred riders would do the trick.

Halfway through our testing, we figured that the RM would edge out the YZ by a nose. The more time we put in on them, the more we realized how much better the RM handled. It's much easier to ride than the YZ. We expect even more so for the smaller 100 racer who needs all the help he can get in the way of smooth, easy power and fine handling. Lay the RM over and it sticks. It's unbelievable how close to the larger RMs it handles. It gives you confidence. Power builds smoothly up to 17 at 11,340. The RM's an





Peak perfection.

excellent slider and very predictable. Shifting is like the old hot knife through butter ideal — with or without pulling in the clutch lever. Much better than the slow-to-downshift five-speed on the Hodaka or the problem-plagued YZ box.

PEG TO PEG, PIECE BY PIECE

Bars, yes, we have a total of three pair (or is it three sets?). They all felt alright, with the narrowest set on the Hodaka (90.2cm), 5mm wider on the RM, and a tad more width on the YZ.

Throttles all worked fine, all levers had covers of one type or another. There were neither lock nuts, lock washers or cotter pins to secure the Rat's lever pivot bolts.

The big, ugly orange tank on the Rat held a full 2.5 liters more than the sleek little yellow units. All were steel. The side-mounted filler hole on the YZ made spotting petrol levels much easier than on the RM. The

Hodaka's filler was very large, and offered an unobstructed view of the juices within. Caps didn't leak, but petcocks on the Hodaka did.

No complaints on the YZ seat. The RM's is exactly the same fine unit as found on its relatives. Relaxing on the Hodaka is a lot like sitting on a swaybacked horse.

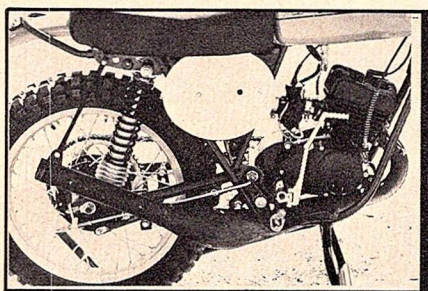
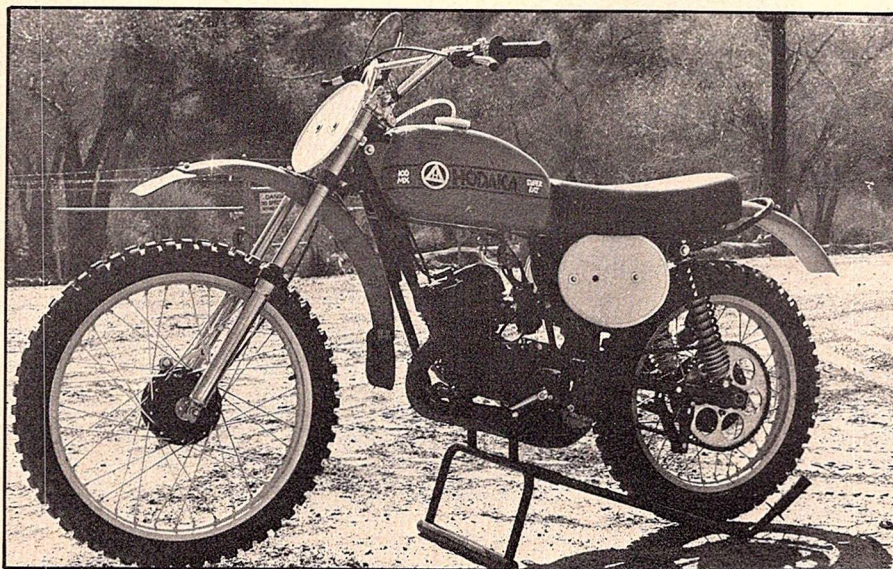
The YZ had a chain tensioner for the first day. Sometime during the second, either the bolts loosened up or the chain cut through them, because the pad disappeared.

Detail work on the Hodaka included a plastic roller for the chain to roll against on top of the swingarm, instead of the usual rubber block. Grease fittings sticking out of and hanging onto everything were another nice touch.

Materials used for the yellow fenders get the nod over the orange stuff, which is a little more brittle.

An alloy rear sprocket was bolted to the rear hub of the YZ. The others





Complete with finned shocks and spare shock mounts.

were steel.

We got into some heavy mud riding on the YZ, and barely a speck landed on the dual foam filters because of the new, improved air box design. The Suzuki carries a unit very similar to that of the other RMs. Super Rats come with an oiled foam number, but the distributor installed a K&N because the factory felt it would work better.

The orange and blue is the only 100cc motocrosser we know of with a quickly detachable centerstand. The yellow bikes had sidestands attached.

Best tires of the bunch were on the YZ. They're the same type of Bridgestone we found on our 250 RM. Yokohamas on the Rat were about as good as the IRCs on the RM — just OK.

The old, good style D.I.Ds on the Super Rat were the strongest. Ridged, shoulderless Takasagos and D.I.Ds on the screaming yellows were about the same.

Of the 436 spokes and nipples tested, we lost one of each on the RM — due to lack of preventative maintenance, mostly. All six tubes were holding air, or were last time we looked.

Brakes were smooth, strong and

progressive on the RM, almost that good on the YZ, and a little less so on the Rat.

There were no brake pedal adjusters on either the Hodaka or the Yamaha. Ridiculous.

None of the bikes were very quiet. Boo.

Because of the courses we rode on, neither of the downpipes took too much abuse. The "with it" up-pipe on the Yamaha burned only a couple of knees.

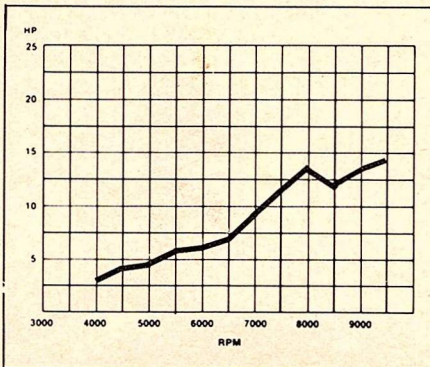
The Suzuki and Hodaka had wipers on the forks, while the YZ had nifty little booties to protect the seals from dirt. One of the YZ seals leaked.

A big 520 chain comes with the YZ. 428s, as usual, on the others.

MOTOR STUFF

Clutch on the RM felt like a real motorcycle's. The YZ's worked well, but had a shorter throw. On the Rat it was more like a switch. No matter how hard you tried, the bike always lurched forward from a stop and felt weird when shifting.

You had to downshift ahead of time on the Hodaka, because it seemed to take a second or two for all the parts to fall into the right



HODAKA 100 SUPER RAT MX

Price:

(approx. retail, West Coast) — \$695

Engine:

Two-stroke single, piston port, reed valved

Displacement 98cc

Bore and Stroke 50mm x 50mm

Compression Ratio 8.0:1

Carburetion Mikuni VM28SC

Standard Jetting:

Main jet 250, needle jet N8, jet needle 5f3, needle clip position 3rd notch, pilot jet 60, idle screw 1 1/2 turns from closed, slide 2.5, starter jet 40

Horsepower 14.38 at 9500 rpm

Clutch Wet, multi-plate

Primary Drive Straight cut gears 2.81:1

Transmission Ratios:

1) 2.90

2) 2.00

3) 1.50

4) 1.29

5) 1.17

Final Drive:

D.I.D 428

14-tooth countershaft

64-tooth rear sprocket

Air Filtration Oiled foam

Electrics Nippondenso PEI

Starting Non-primary kick

Lubrication Pre-mix 20:1

Recommended Fuel Premium

Recommended Oil Whatever

Fuel Tank Capacity: 7.57 liters (2 gallons)

Frame Double loop, double cradle

Suspension:

Front:

Kayaba telescopic forks with 19.2cm (7.6 inches) travel measured

Rear:

Kayaba oil-type shocks with 10.85cm (4.25 inches) travel measured on forward mount and 10.1cm (3.94 inches) travel measured on rear mount

Wheels and Spokes:

D.I.D shoulderless, ridgeless aluminum alloy, steel spokes, 2 rim locks

Tires:

Front:

3.00 x .21 Nitto Special 4PR

Rear:

3.50 x 18 Nitto Special 4PR

Dimensions:

Wheelbase 133.0cm (52.3 inches)

Swingarm length 42.2cm (16.6 inches)

Ground clearance 18.1cm (7.2 inches)

Bars, height 107.9cm (42.5 inches)

Bars, width 90.2cm (35.5 inches)

Pegs, height 30.5cm (12.0 inches)

Pegs, width 45.0cm (17.7 inches)

Seat height 83.2cm (32.75 inches)

Fork angle 29.2 degrees claimed

Weight:

82.7 kilos (182.5 pounds) without petrol, 41.8 percent on front wheel, 58.2 percent on rear

Brakes:

Front:

Full-width cable-operated drum

Rear:

Full-width rod-operated drum

Instruments None

Lights None

Silencer Yes, MX only

Spark Arrestor None

Warranty None

Parts Prices:

Piston \$21.92 with pin

Rings \$2.95

Clutch cable \$3.00

Brake pedal \$9.38

YAMAHA YZ100C

Price:
(approx. retail, West Coast) — \$850

Engine:
Two-stroke single, piston port,
reed valved

Displacement 98cc
Bore and Stroke 50mm x 50mm
Compression Ratio 7.2:1 (actual)
Carburetion Mikuni VM30SS 1J400

Standard Jetting:
Main jet 190, jet needle 6DP10, 3rd clip
position, needle jet Q-2 (169),
cutaway 2.0, pilot jet 40, air adjusting
screw 1 1/2 turns out, air jet 2.5,
float level 16.5 plus or minus 1.0mm

Horsepower 17.5 at 11,000

Clutch:
Wet, multi-plate aluminum and fiber
discs

Primary Drive Helical gear 3.894:1

Transmission Ratios:
1) 2.538:1
2) 1.933:1
3) 1.555:1
4) 1.300:1
5) 1.142:1
6) 1.042:1

Final Drive:
D.I.D 520T
12-tooth countershaft
40-tooth rear sprocket

Air Filtration Oiled foam

Electronics Hitachi CDI magneto

Starting Primary kick

Lubrication Pre-mix 20:1

Recommended Fuel Premium

Recommended Oil Yamalube R

Fuel Tank Capacity:
4.9 liters (1.3 gallons)

Frame Double loop, double cradle

Suspension:
Front:
Kayaba telescopic forks with
19.5cm (7.68 inches) travel measured

Rear:
Yamaha monoshock with
16.5cm (6.5 inches) travel measured

Wheels and Spokes:
D.I.D shoulderless, aluminum alloy
with ridge. Front — 1.60 x 21,
Rear — 1.85 x 18, steel spokes,
3 rim locks

Tires:
Front:
2.75 x 21 Bridgestone Motocross 74PR

Rear:
3.50 x 18 Bridgestone Motocross 64PR

Dimensions:
Wheelbase 137.4cm (54.1 inches)
Swingarm length 44.7cm (17.6 inches)
Ground clearance 29.5cm (11.75 inches)
Bars, height 109.5cm (43.2 inches)
Bars, width 91.0cm (35.8 inches)
Pegs, height 33.5cm (13.3 inches)
Pegs, width 45.8cm (18.0 inches)
Seat height 87.6cm (34.5 inches)
Fork angle N/A

Weight:
89.36 kilos (197 pounds) without petrol
— 44.6 percent on front wheel,
55.4 percent on rear

Brakes:
Front Conical, cable-operated drum
Rear Conical, rod-operated drum

Instruments None

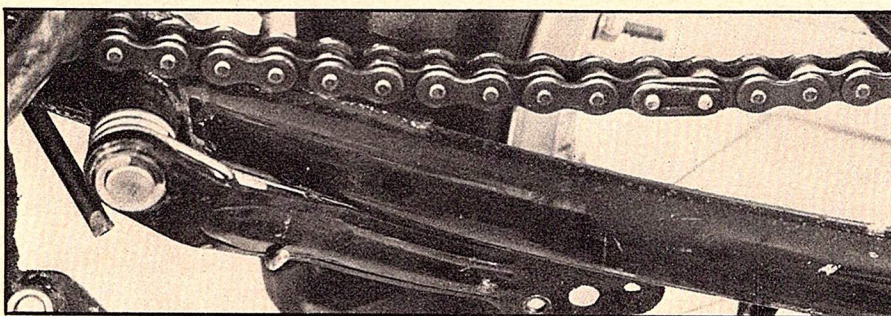
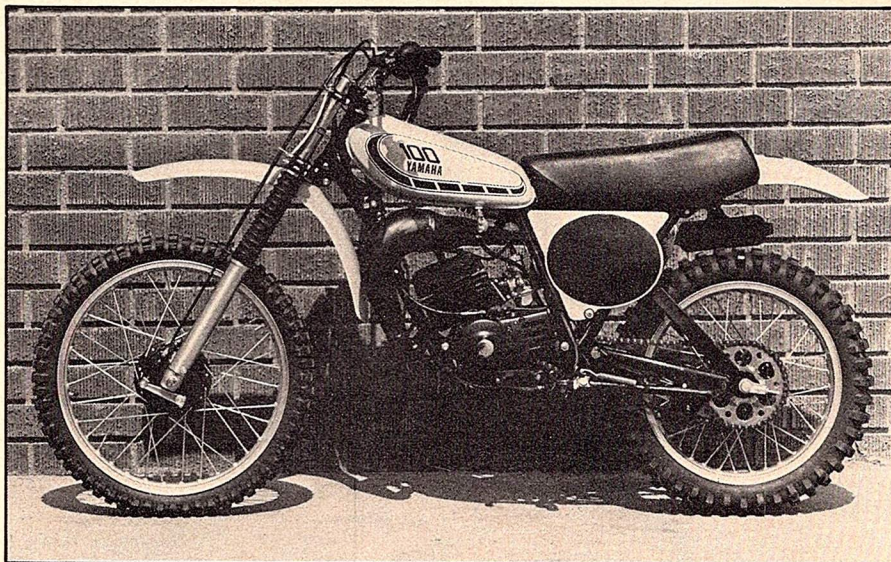
Lights None

Silencer Yes, MX only

Spark Arrestor None

Warranty None

Parts Prices N/A



Neat tensioner, while it lasted.

places. Spacing was good. There was a loud whining, *whirr* (probably from the primary gears) that made you wonder if everything was all right inside.

At first, some riders found extra neutrals when downshifting the YZ. Others never missed a gear. Not once. Eventually, though, everyone found more neutrals than they needed, usually between third and second. Very annoying, sometimes dangerous.

Drag racing proved that the wider powerbands were better for getting mass in motion. You had to slip the clutch on the pipey YZ. Once underway, the six-speed YZ started pulling up on the RM, making them almost equal, while the Rat was back a few lengths studying knobby

patterns.

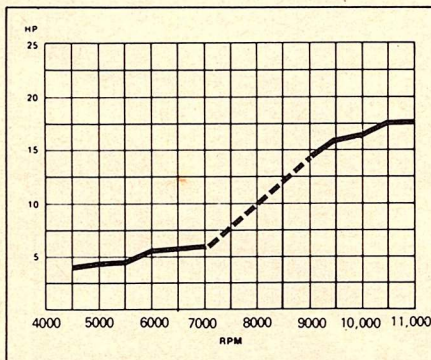
MISCELLANEOUS MUTTERINGS

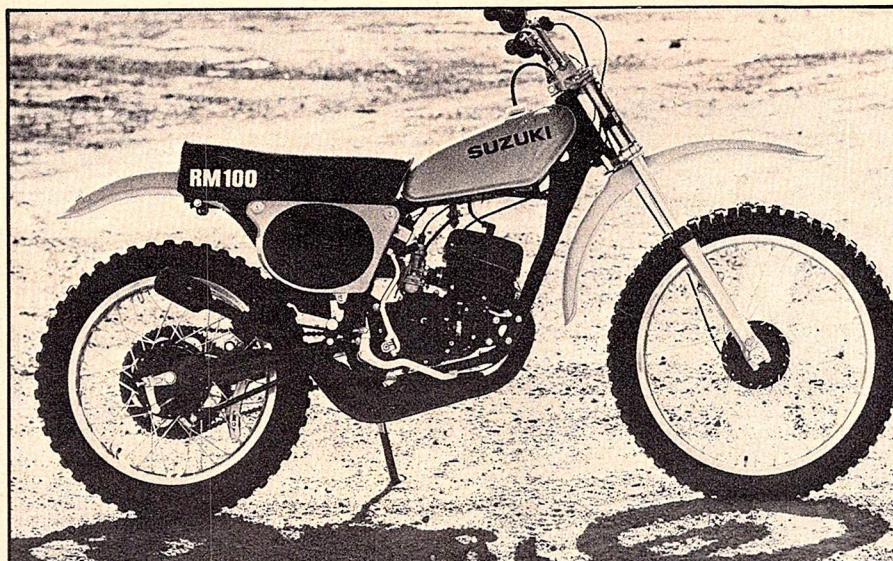
Zeal on the Yamaha: "Boy, if I had only had this one at Hopetown last year. It's fast. It handles really neat, but it doesn't have a wide enough powerband to have the right gear for some corners. It keeps popping into neutral when I downshift."

Don on the Hodaka: "It feels like the geometry is right, but you can't get it steaming because the suspension is too soft. I bottomed it front and rear. Because of the mild powerband, it's down on speed in any gear. It's a good play bike, but it's frustrating to see the other 100s pull you so bad. Shifting is slow and bothersome. I never missed a gear, but since it was a little slow already, shifting slow doesn't help."

Len on the Yamaha: "I hate pipey motorcycles, *especially* pipey little motorcycles. I've never liked pipey motorcycles. Never. *Ever*."

Don on the Suzuki: "I expected it to be a little down on power just because it was a hundred. It was on the bottom, but it would always pull you through if you feathered the clutch a little. I liked the way it dug in through the corners better than





the Yamaha. The forks weren't dampening the way they should. The back end worked fine. Overall, I liked it a hair better than the Yamaha."

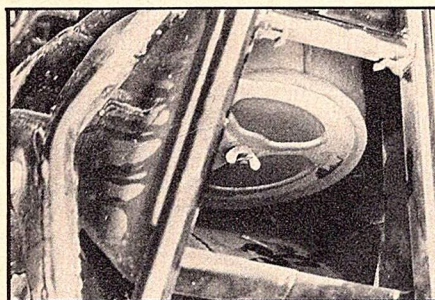
George on the Yamaha: "I never had one problem shifting until the last day. I also had to straighten the shifter each time the bike came back to me. It softened quickly. I often had to downshift in the middle of a turn, because of the narrow powerband. It's too squirrely when it comes on the pipe. Suspension is good front and rear, but the way it turns and slides is not so hot."

Don on the Yamaha: "I liked the way it felt, just sitting there. Maybe it wouldn't feel so good to your average 100 rider."

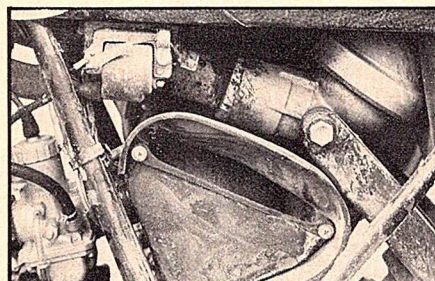
George on the Suzuki: "That bike is an exact scaled-down replica of the big RMs. (Pants heatedly.) It works so neat. (Pants more.) The more you ride it, the more you like it. (Begins to salivate.) It shifts, turns and slides so well that it never tires you out and seldom lets you down. (Begins to moan softly.) The forks aren't so hot. (Makes a small concession.) Everything else is fine, especially the power when you compare it to the others. (Quickly forgets concession.)

WHAT TO DO

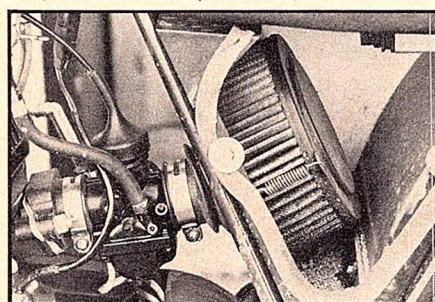
Given the right circumstances, you could win on either of the three nibblers. But, you may as well start with a bike that is more likely to put you in front race after race. This narrows it down to a couple. And with a closer look, the Suzuki is the nibbler most likely to succeed. So give yourself a break, don't give the competition one.



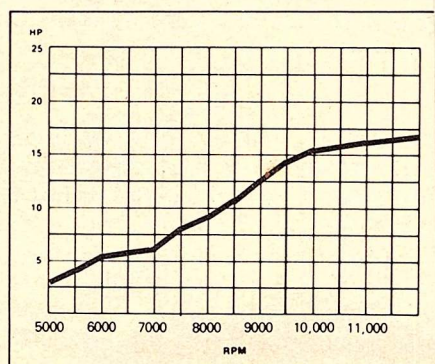
Air (Suzuki).



Box (Yamaha).



Bonanza (Hodaka).



SUZUKI RM 100

Price:

(approx. retail, West Coast) — \$859

Engine . . . Two-stroke single, piston port

Displacement 98cc

Bore and Stroke 50mm x 50mm

Compression Ratio 8.1:1 (actual)

Carburetion Mikuni VM28SS

Standard Jetting:

Main jet 160, jet needle 5DP7 — 4th, needle jet 08, cutaway 2.5, pilot jet 35, air adjusting screw 1½ turns open, float level 25.0mm

Horsepower 17.0 at 11,500 rpm

Clutch:

Wet, multi-plate with aluminum and fiber discs

Primary Drive:

Straight cut gears, ratio 3.388:1

Transmission Ratios:

- 1) 2.143
- 2) 1.588
- 3) 1.250
- 4) 1.045
- 5) 0.913

Final Drive:

D.I.D 428TM
14-tooth countershaft
64-tooth rear sprocket

Air Filtration:

Wet polyurethane foam element

Electrics:

Nippondenso PEI (Pointless Electronic Ignition)

Starting Primary kick

Lubrication Pre-mix, 20:1

Recommended Fuel:

95 research octane or higher (premium)

Recommended Oil:

Castrol R30, Golden Spectro Synthetic Blend, Shell Super M, B.P. Racing, Bel-Ray MC-1

Fuel Tank Capacity:

Five liters (1.32 gallons)

Frame Semi-double cradle

Suspension:

Front:

Kayaba telescopic forks,
15.8cm (6.25 inches) travel measured

Rear:

Kayaba nitrogen gas shocks,
16.45cm (6.5 inches) travel measured
5 preload positions

Wheels and Spokes:

Takasago ridgeless shoulderless aluminum alloy rims with straight spokes

Tires:

Front:

3:00 x 21 IRC 4PR motocross GS-45

Rear:

3:50 x 18 IRC 4PR motocross GS-45

Dimensions:

Wheelbase 136.8cm (53.8 inches)

Swingarm length 45.0cm (17.7 inches)

Ground clearance 21.65cm (8.5 inches)

Bars, height 112.9cm (44.4 inches)

Bars, width 85.1cm (33.5 inches)

Pegs, height 31.8cm (12.5 inches)

Pegs, width 47.0cm (18.5 inches)

Seat height 83.8cm (33.0 inches)

Fork angle:

Claimed and measured, 30 degrees

Weight:

87.9 kilos (194.2 pounds) without petrol, 43.8 percent on front wheel, 56.2 percent on rear

Brakes:

Front . . . Full-width, cable-operated drum

Rear . . . Conical, cable-operated drum

Instruments None

Lights None

Silencer Yes, but for MX only

Spark Arrestor No

Warranty None

Parts Prices:

Piston \$13.00

Rings \$5.12

Clutch cable \$5.28

Brake pedal \$7.64

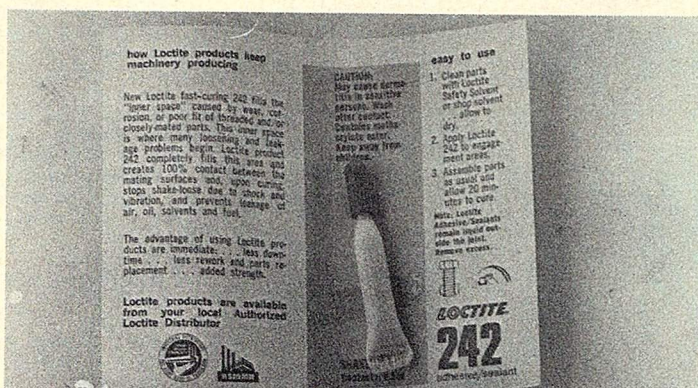
PRODUCT EVALUATION

"A low-bucks mod that can pay off in big dividends."

— Phillipson, Wegner, Anderson and Zeit-Geist

GOKI AIR FORKS CAPS

by Don Phillipson



GOKI Air/Oil Fork Kit - Husky black forks & gray forks

Part numbers: 2001, 2002

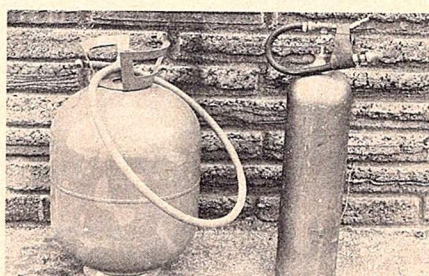
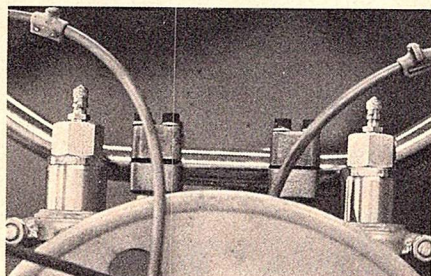
Introduction

The GOKI air/oil front fork kit is a new concept in motorcycle suspension. Air pressure is going to be used in place of the conventional coil spring.

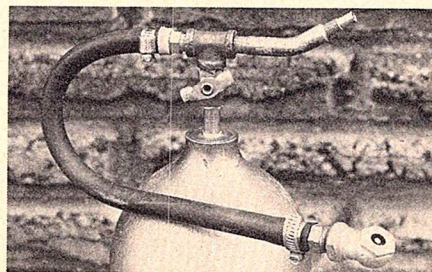
Installation Instructions

1. Support motorcycle so that front wheel is off the ground.
2. Remove oil filler plugs, and drain oil from fork legs.
3. Remove fork caps, and springs. DANGER: IF motorcycle is not supported when removing second fork cap, FORK WILL COLLAPSE.
4. If your fork seals were leaking, try cleaning dirt out of seals and wipers before re-assembly. Your GOKI fork kit features leaky seals.
5. Refill each fork leg with a high grade fork oil. Use non detergent motor oil listed below in the quantities. First figure is for forks that have 275cc of oil only. The second figure is for forks that have 235cc of oil. Black forks 275cc, Gray forks 235cc/2.
6. When installing, use the threaded portion of the suitable solvent. Apply the (supplied) to the portions of fork cap, and ensure and tighten fork cap securely. Allow at least 15 minutes drying time. (note Loctite instructions).
7. Install GOKI air/oil adapters in fork caps. Be sure and tighten adapters securely, also make sure o-ring is seated against head of adapter.

Goki Air Caps are simple and well made in construction. Instructions are complete and the only hassle is finding the right amount and ratio of air/oil.



A store-bought air tank for about \$30. Cost of the homemade model varies according to how much you pay for the air bottle.



Homemade model, gaugeless, holds about 150 pounds. Notice the brass fittings you'll need. I.D. and O.D. of all the fittings depend upon the size of the air bottle.

Fantasy motorcycles have always been around. At one time everyone wanted titanium handlebars, just like the world champions used. But titanium anything, just like every trick item, costs this week's and most of next week's paycheck.

But there is a new trick item out that doesn't make you groan when you hear the price. And, better yet, it works. It's the air fork, and Goki Manufacturing Co. makes an easy (and inexpensive), way to convert your forks to air.

IN THEORY

There are reasons why air forks work better, or at least differently, than coil spring forks. First, air has a naturally progressive rate of damping, unlike normally coiled springs (only a few bikes use progressively wound fork springs). This means that when the forks are fully extended, there is "X" amount

of pressure. When they are compressed two inches, there is "X" amount multiplied by two of air pressure. When they are compressed four inches there is not simply two times the amount at two inches, but four times. So the rate of increase is, approximately, 1, 2, 4, 16.

With coil springs the rate of compression is 2, 4, 6, 8 (approximately, with the numbers being theoretical).

What this means to the motorcycle rider is that as the forks begin to compress, the feeling is soft, but the farther the forks are compressed the stiffer the forks feel.

With air forks there is, theoretically, less friction and inertia to overcome everytime the fork moves up and down. This is simply because there is no metal in the fork tube to rub and bind. What this is supposed to mean, related to motorcycles, is that the front wheel will travel faster up and down in response to whatever terrain it is traveling over. The forks will have a tendency to follow the ground more, while spring forks will have a tendency to remain momentarily compressed when the front wheel is moving very rapidly. And, there is less unsprung weight. To find out how much, just weigh your fork springs.

Finally, air will make the fork seal work more efficiently. This is because the air will press the seal

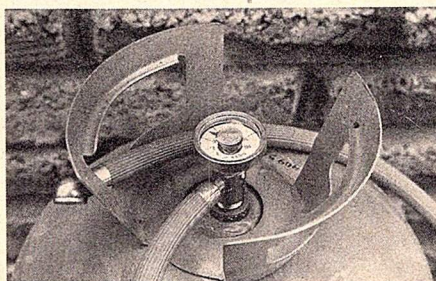
against the fork tube from the inside. While there is enough air pressure in this respect, there is not enough pressure to make the seal shoot out of place, as some people fear.

IN PRACTICE

We rode three motorcycles fitted with the Goki air caps to see how the theory worked in reality. The bikes were two Yamaha monoshocks, and a Trackmaster desert bike using Red Wing forks.

There were several noticeable advantages with the air forks. First, and probably most important, was the advantage of adjustability. If a rider were going to ride motocross one week and in the desert the next, all that was needed was a change of air pressure. Even better, when taking a few practice laps it was easy to adjust the bike to a particular track. When there was more than one person riding the bike it was also possible to adjust it for rider weight and preference.

Beyond the ease of adjustment, there was one word that almost everyone used when describing the feel of the forks: "smoothness." This feeling of smooth riding comes from the progressive action of the air and from the lack of friction because of



Store-bought holds 300 pounds of air.

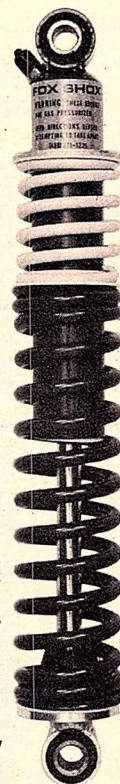
the absence of metal. There was an initial complaint, however, along this line. It was that the forks felt too soft, as if they were "mushy." But this complaint was rare, and we found later that this person did like other bikes with air forks, ones that were set up more to his liking as far as air pressure and amount of oil in the forks goes.

When our riders were asked if they could actually feel the wheel sticking on the ground more, most said "no." But then, most also added that the wheel did feel more stable. This is a fine distinction, so we just asked the logical question, "Which fork did you like better, spring or air?"

Continued on page 100

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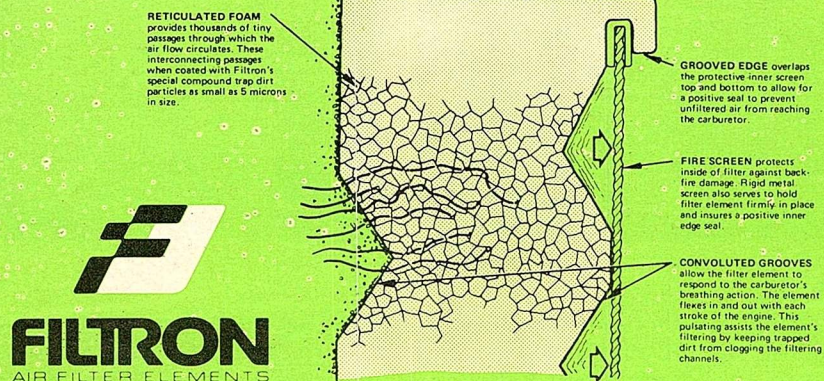
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*One Day in Alabama
may be an augur
of things to come*

ONE DAY, PELL CITY, ALA.

by Brian D. Palormo



Lee Pritchett looks for stability one mile out.

Winter weather can take some of the fun out of motorcycling, and about the time the February doldrums set in you may dream of packing up and heading south for almost any kind of motorcycle event — unfortunately, Daytona is still a month away.

The Two Day Committee from Birmingham, Alabama, obviously sensed this need, and, to fill the void, decided to offer dirt bike enthusiasts a twofold treat: a preview of their April Two Day ISDT Qualifier, and a chance to participate in a different type of off-road riding — One Day Trials.

A One Day Trials series, organized

along the same lines as the National Enduro championship, has been suggested in many circles, including this magazine, as a possible stepping-stone to the ISDT circuit. Potential ISDT participants would have an opportunity for more riding under qualifier conditions (and at less expense) and a chance to demonstrate their riding skills for manufacturers scouting new riders for their team efforts. One Day events also give the average off-road enthusiast a glimpse into a world which demands total rider dedication and machine efficiency to maintain a competitive pace over a Six Day period.



Henry Coleman demonstrates the speed/style trade-off.



Rocky creek bed led into, through and out a long culvert. Randall Pearson gets ready to try his luck.



A right-hander up a slippery bank slowed some riders exiting the culvert. Ray Bischoff (11A) and Don Bussey fumble cheek to cheek.

"More than that, it's fun," says the reigning off-road champion "King Richard" Burleson, "to ride and not have to worry about timekeeping — just ride as close to flat-out as possible." Some 300 riders echoed Burleson's sentiments as they swarmed into the parking area at the industrial complex of Pell City, Alabama, the second weekend in February.

Since at the present time, the AMA has no rules for organizing and scoring a One Day, the committee of nine used modified Two Day rules. Their organizational skill, demonstrated at one of the most successful Two Days in the 1975 series,

contributed greatly to the smoothness of the event. All bikes were subject to a decibel test at registration, and, although the impound was not used, any pre-riding of the course or grass track meant automatic disqualification.

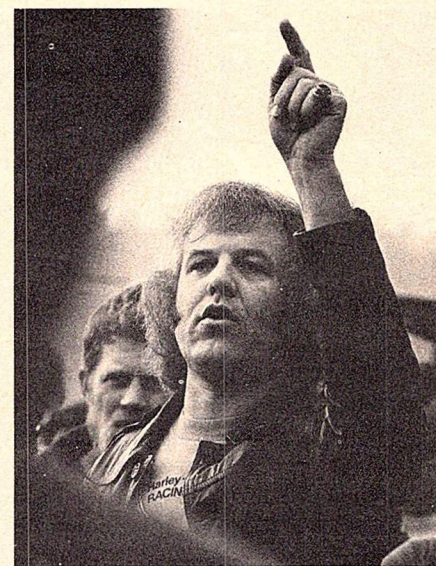
Sunday morning was slightly overcast as the 294 starters waited for their numbers to come up at the starting line, but by mid-afternoon at the grass track, sunburns were showing. The familiar Six Day blue helmets speckled the group, picking out the likes of Ron LaMastus, Jeff Gerber and Dennis Vandecar, as well as Burleson. Their participation had been encouraged by Al Eames,

who was actively, if unofficially, involved in the run's organization. "Besides," Burleson allowed, "we can always use the practice!"

Endurance, even under these modified conditions, was probably the skill most tested over the 116-mile course. The riders' instructions described the times between the seven checks as "realistic." To the committee's chief layout person, "realistic" always means fast.

In the end it was the condition of the bike and/or rider which the scores reflected. Burleson's low score of 981.4 and resultant overall win underlined his comment that it seemed like the season never had a beginning or end.

Others found that February is often a time when the spirit is willing but the flesh weak and maybe a little out of condition. But even if they had the misfortune to seize an engine at the 75-mile point as one rider we encountered did,



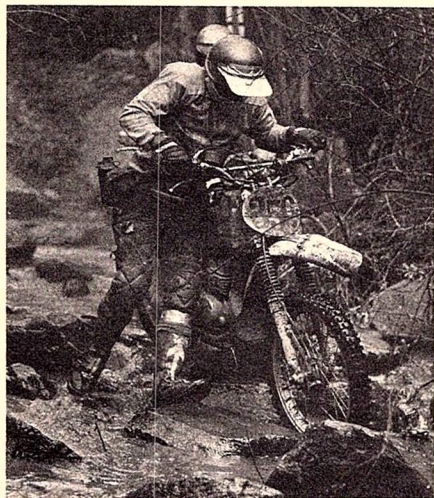
Alabama Two Day head Gordon Rickles holds forth at the riders meeting.

most people returned to the pit area with smiles. In fact, only 87 failed to finish.

The route wound alternately over narrow dirt roads, gas pipe lines, fireroads, woods trails and even an occasional stretch of blacktop. Coming off the starting line, a minimum amount of blacktop over the interstate was run; but after that the miles to the first check were primarily fast fireroads which resulted in everyone arriving 15-20 minutes early. From there to the gas stop at the second check things tightened up considerably, and a creek crossing and mud section just before the 45-mile break proved



Overall winner Dick Burleson takes a dab.



Steve Mahan footsied his Frontera up the creek.

troublesome to a few, and generally slowed everyone down enough to make them glad there was a grace period in the time schedule.

Immediately after the gas stop, riders entered the first special test area: a five-mile cross-country speed test that wound over gently rolling woods trails. The general consensus was that this was the better of the two special tests. All undergrowth up to a height of eight feet had been cleared away on the trails to facilitate riding at maximum speed, and only a few muddy spots slowed the riders down.

Burleson's 578 score was one of the factors contributing to his overall low, but it was Jeff Hill who

registered the fastest time with a score of 576.0. Two other low scores were recorded by Vandecar with a 592.8 and LaMastus with a 601.0.

Once through the speed test, things tightened up again, as the trail ran over some hills. The pattern of alternating fast sections with tighter, slower areas is one effectively utilized by the Two Day layout crew. It tests the condition of the bike as it begins to heat up while running flat-out in the fast sections.

The harder sections of the run were in the stretch after the second gas. First there were trails over hills and into the mountains of the area. Since what goes up, must come down, the trail did — over a steep, rocky downhill into the next check. Recognizing that the riders enjoyed the rocks, the trail then carried them to a rocky-bottomed creek which ran

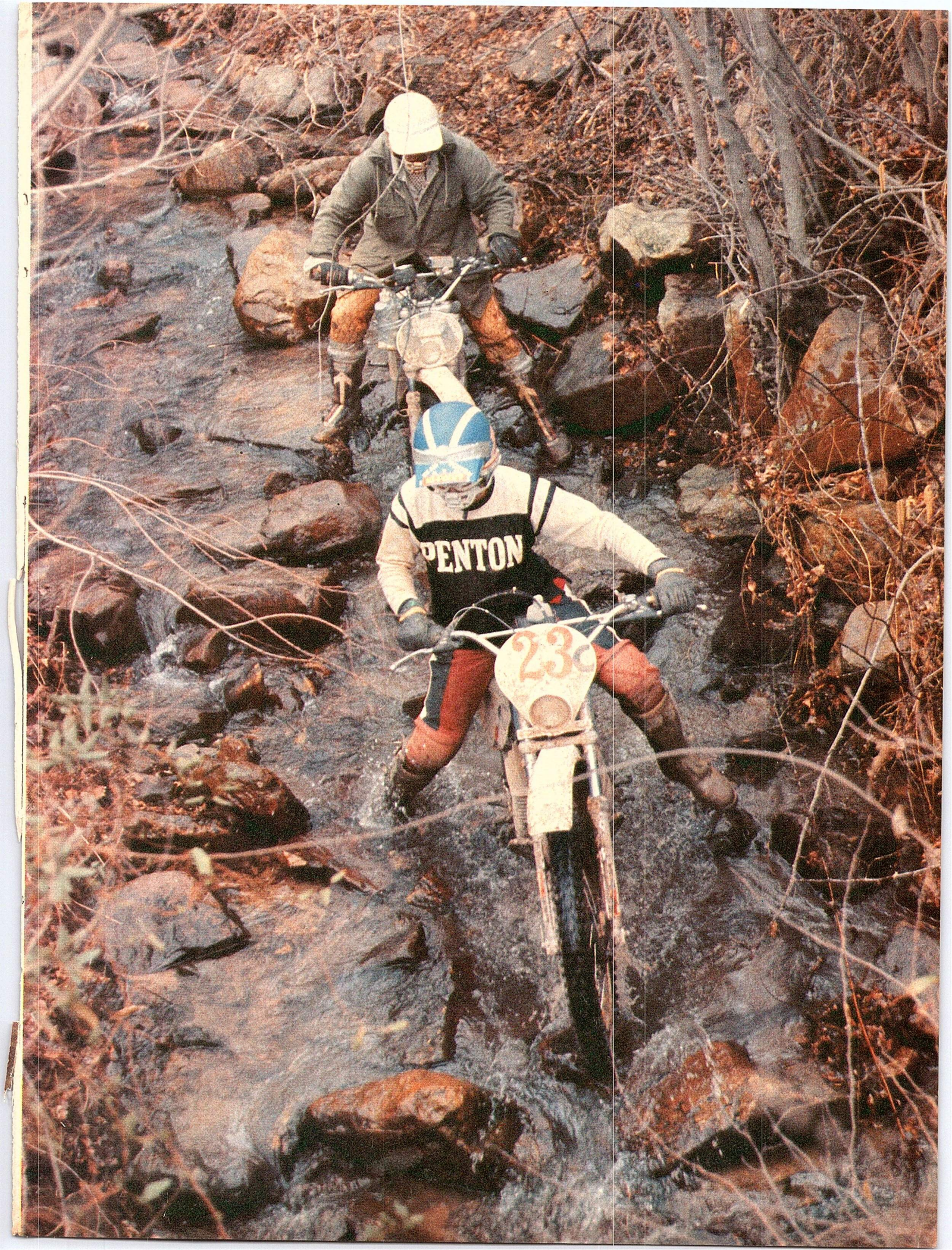
Dwight Rudder, 126-200cc class winner, considers the grass track special test at the end of a long day.



through a culvert under the interstate.

The rocks were large and sharp enough to hang up the front tire of a not-too-careful rider, and the log jam effect which resulted bore evidence of the fact that exhaustion might be setting in for some. But this was 91 miles out, so no one was going to quit as long as his bike didn't.

A section of fast fireroads and trails combined with some very tight woods sections brought them down the home stretch to the final check. A 15-minute time period was allowed to get back to the grass track Special Test #2 at the starting area, so by the time most riders took their position in the starting area, they





High grass made the special test tricky. Bob Popiel finds a corner.



Jeff Gerber's ISDT helmet was one of several seen at Pell City.

were ready to go again.

The grass track was cut through a large field, and was difficult to ride at full speed because the location of turns was hidden by the tall grass. Burleson felt it would have been a more effective test if the entire area had been mowed down. Although he felt the grass had slowed him down considerably, his score of 403 was far and away the best. Closest to him were Vandecar with a 431, Ricky Hill with a 452 and Dwight Rudder with 458.

When all the scores were totaled, 39 percent had finished on gold, 11 percent on silver and 20 percent on bronze. Class winners were Rick Grant, 0-100cc, with a score of

1215.2; Len Holbrook, 101-125cc, with a score of 1114.8; Dwight Rudder, 126-200cc, 1076.0. It is interesting to note that Rudder won despite the fact that he rode the entire time without first gear, which he lost at the start.

James E. Graditt, 201-250cc, scored 1096.0. Open class honors went to Burleson with 981.4, and Morris McLaMore emerged as the winner in the senior class with 1184.8.

Since one purpose of the One Day Trials is to give younger riders a chance to show what they can do, one rider in particular deserves mentioning. Fifteen-year-old Bill Carleton Jr. rode in the 101-125cc class and won a gold for his overall score of 1181.0. He zeroed the checks and had a cross-country score of 628.8 and grass track score of 486.

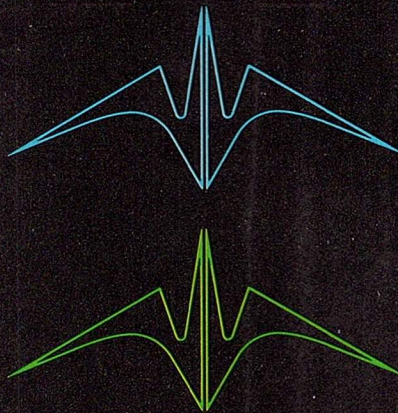
The Two Day committee has a working relationship with the citizens of Pell City that is to be envied by sponsoring clubs in other parts of the country. The mayor and chief of police are actively involved in obtaining land use permission. The Lions Club and other community groups assist with food

Back at the culvert. . .



and traffic details. The Alabama Touring Club turned out to work checkpoints, since, as one committee member mentioned, perhaps the biggest problem was getting workers for Sunday because everyone wanted to ride.

All in all, the run obviously demonstrated rider interest in this type of activity. Perhaps the only problem would be that if a One Day Trials was truly to serve as a stepping-stone to the ISDT, the sponsoring club would have to be familiar enough with the structure of a Two Day to make a One Day difficult enough to test the riders' skills — not just a 100-mile joy ride. Pell City may well be the prototype for the One Day future.



“The protectors”



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The "Protectors" come from National Hydron Incorporated. They can belong to you.

At National Hydron we believe your eyes are worth protecting. That's why we continually introduce superior products at competitive prices.

HYDRON®

Hydron is a futuristic plastic that "eats" fog! Fog producing agents, moisture, and mist are eaten by the Hydron in much the same way as a sponge takes in water.

FOG EATER

FOG EATER™ is the name given to all Hydron goggles and face-shields. Hydron gives you the edge against fogging.

MXL™

MXL™ is unique in the fact that it is up to 17 times more scratch resistant than anything on the market today. Used by top riders and drivers while racing MXL gives you the protection you need where scratching is a problem.



ALL Hydron and MXL face-shields and goggles are made of tough polycarbonate. The most impact resistant plastic used in eyewear. This is the same material used by the astronauts while on the moon.

Goggle lenses and face-shields are available in popular colors like clear, yellow, and smoke.

Custom

Custom is a new competitive price product line by National Hydron.

All of these goggles and face-shields are made of tough space-age materials but without the advantage of MXL or Hydron.

NOTE:

All plain catalog model numbers indicate Hydron products.

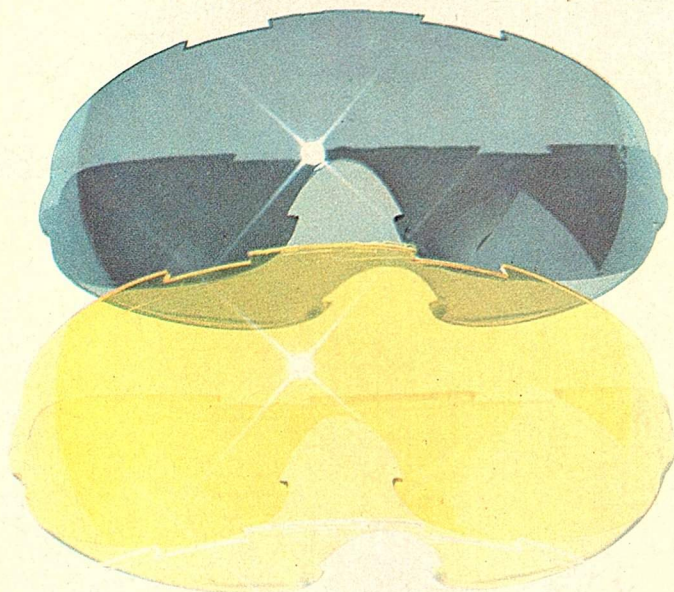
Example; Model No. 500 has Hydron.

If the catalog model number is preceded by an X this indicates the product is MXL.

Example; Model No. X-500 has MXL.

The new Custom line of eyewear has all catalog model numbers preceded by the letter C.

Example; Model No. C-30 is a Custom product.



Hydron® is a registered trademark of National Patent Development Corporation.

MXL, Snapper, FOG EATER, Custom, SPACE FACE are trademarks of National Hydron Incorporated.



Snapper is the goggle you've seen at all the races.

This is the most advanced eye protection since the dawn of the motorcycle age.

Snapper has an MXL lens which makes it up to 17 times more scratch resistant.

The Snapper goggle has been specifically designed for the motorcyclist. Most motorcycle goggles are actually ski goggles. Not the Snapper! Snapper has the features you need when riding.

Wind tunnel scoops channel in a comfortable flow of air to help eliminate fogging. Cloth covered foam and a super wide adjustable strap make the Snapper easy to wear.

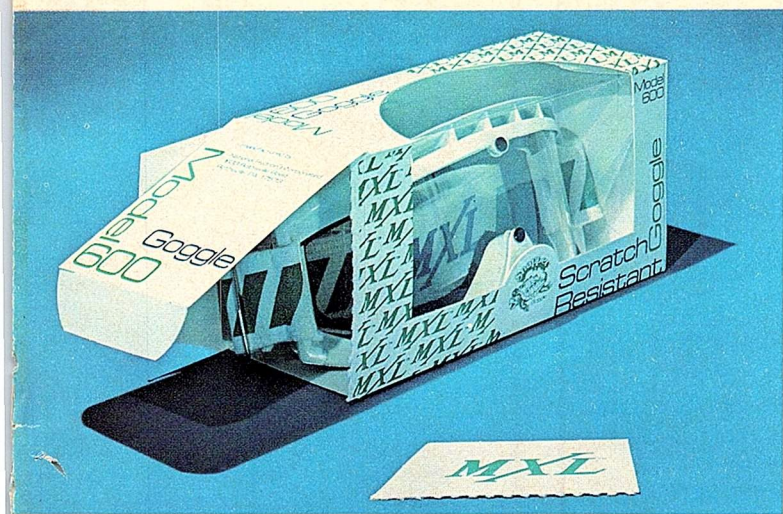
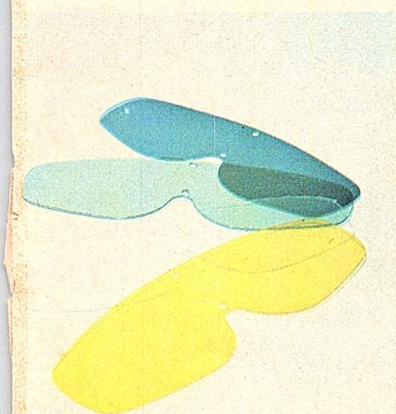
Two small snaps make the lens pop proof! Replacement lens come in clear, yellow, smoke, and polarized.

Adapter lenses for tear-offs are Hydron treated to give you fog free vision.

Tear offs are available in handy packs of six.

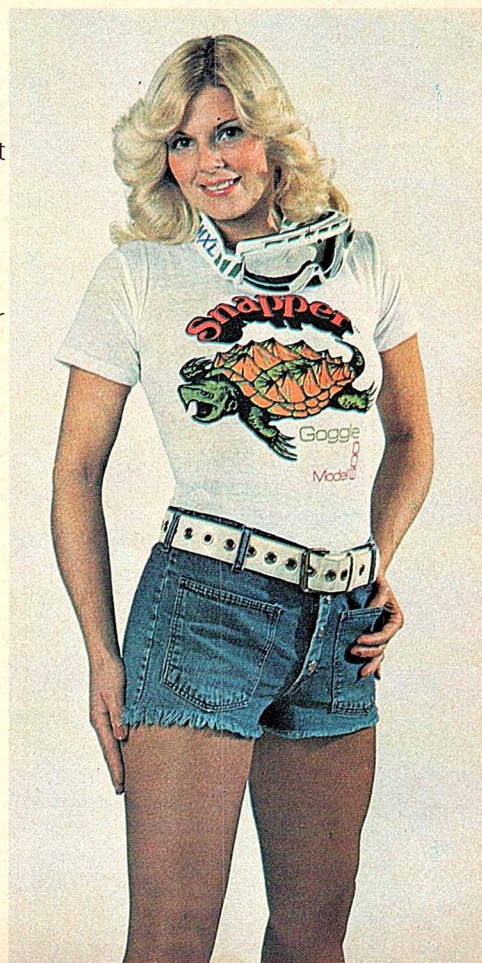
Model No. 600

Take a look at Peggy. She is wearing the Snapper Tee-Shirt.



This bright full color shirt can be yours for only a few dollars.

Order your tee-shirts with our handy order form below.



PLEASE PRINT IN INK CLEARLY, THIS IS YOUR SHIPPING LABEL.

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Check Proper
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Send me your full color catalog(s) for \$1.00 (each) and I will receive Free, four, color photos of top racers suitable for framing

I have enclosed \$_____ (check or money order),
Please send me _____ catalog(s).

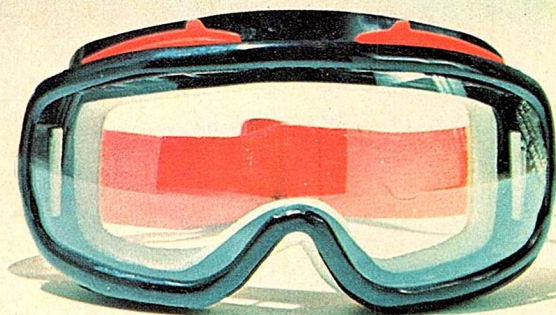
Send me your full color Snapper tee-shirt.

I have enclosed \$5.00 (check or money order) for each shirt ordered.

Offer Expires Dec. 31, 1976
Allow 4 weeks for Delivery

NATIONAL HYDRON INCORPORATED, 1633 ROTHSVILLE RD., ROTHSVILLE, PA., 17573

Goggles Goggles



Deluxe goggles are ideal for all around sporting use. Special upper vent caps are adjustable so you can control the amount of air flow through the goggle. A soft comfortable cloth covers the foam backing for an easy fit.

This top of the line goggle is designed for use with or without a helmet.

Other features include adjustable headband, and removeable lower vent caps. Replacement lens available in clear, yellow, or smoke.

Model No. 110 and X-110 (Black Frame)

Model No. 150 and X-150 (White Frame)

GOGGLES
GOGGLES
GOGGLES
GOGGLES
GOGGLES
GOGGLES



New is the Kid goggle. Superior eye protection for a child's face. Perfect for any sport.

Features include adjustable headband and snap in lens. Replacement lenses available.

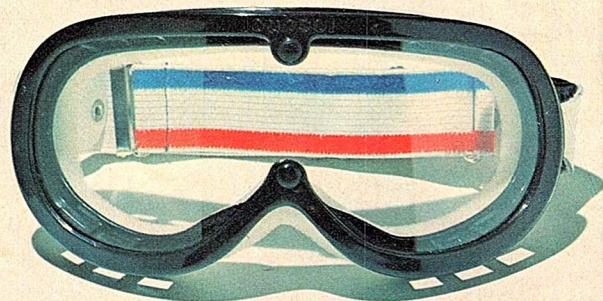
Model No. 60 and X-60.

Our Sport goggle is one of the most popular.

This goggle has molded in vents and is designed for a slightly slimmer face.

Features include adjustable headband, and a snap in lens. Replacement lenses available in clear, yellow, or smoke.

Model No. 70 and X-70.



The shape of face-shields to come. At last! A shield with sex appeal.

SPACE FACE™ has full flip action without the bother of junk-bars, attachments, or tracks. A handsome leather grained peak tops it off along with 3 adjustable snaps.

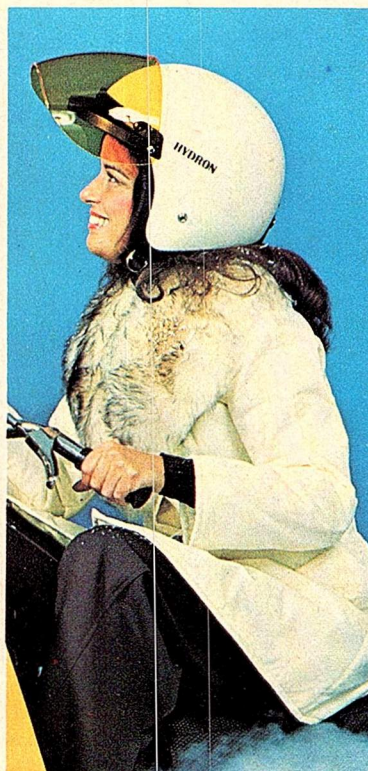
The aerodynamic SPACE FACE has passed the strict VESC-8 tests.

By far SPACE FACE is the most popular shield ever developed. Perfect for snowmobiles or motorcycles.

Model No. 500 and X-500
(clear)

Model No. 501 and X-501
(yellow)

Model No. 502 and X-502
(smoke)



SPACE FACE
SPACE FACE
SPACE FACE



The Bubble protects your face and neck. This unique design gives you panoramic vision with little resistance.

Added depth adds neck protection and keeps the cold air out. Highly popular for on-and-off-road cycles, sleds and cars. Features include 3 adjustable snaps.

Model No. 470 and X-470
(Clear)

Model No. 471 and X-471
(Yellow)

Model No. 472 and X-472
(Smoke)

Our Competition shield is the fastest thing, East or West. Competitors across the country now have an extra edge on speed with safety.

The Competition shield has taken the tracks and trails by storm. Racers know quality. That's one reason why top riders and drivers wear the Competition shield.

Features include 5 adjustable snaps.

Model No. 380 and X-380
(Clear)

Model No. 381 and X-381
(Yellow)

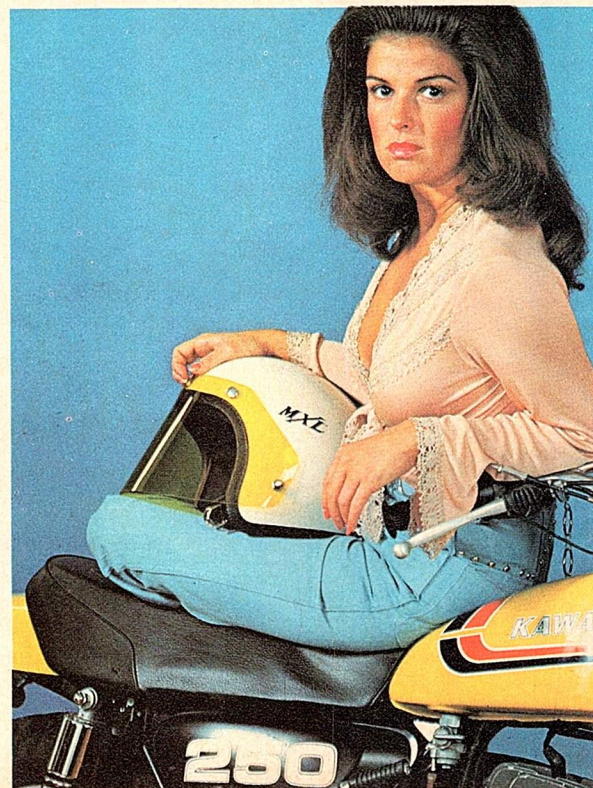
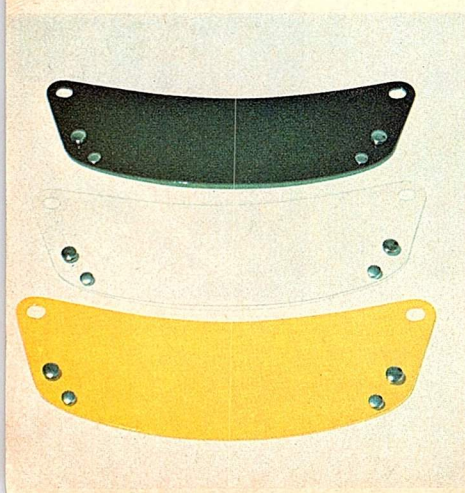
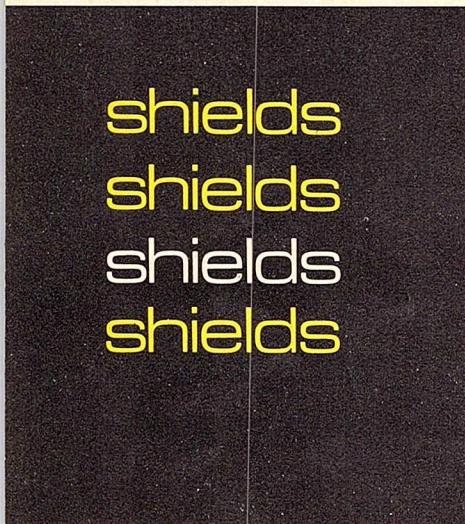
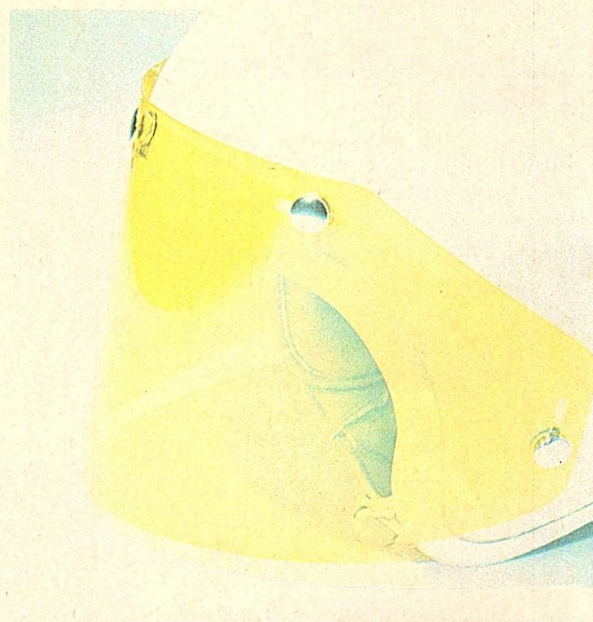
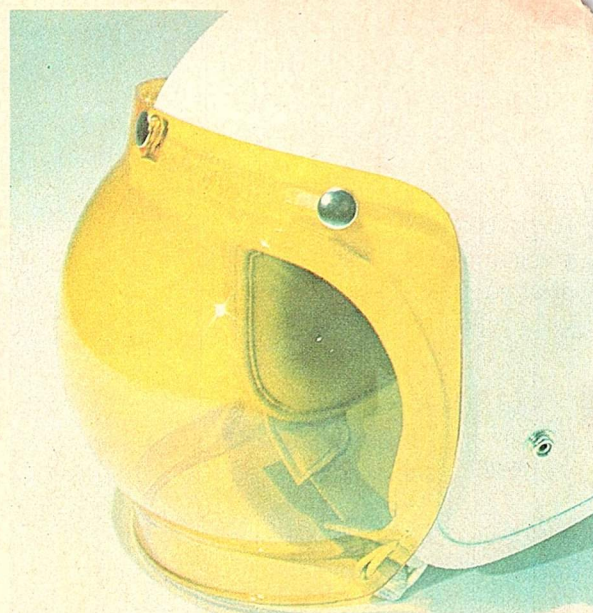
Model No. 382 and X-382
(Smoke)

The Super Shield is designed to fit the Bell Star 90 helmet. Super Shields are available in both Hydron and MXL.

Model No. 200 and X-200
(Clear)

Model No. 201 and X-201
(Yellow)

Model No. 202 and X-202
(Smoke)

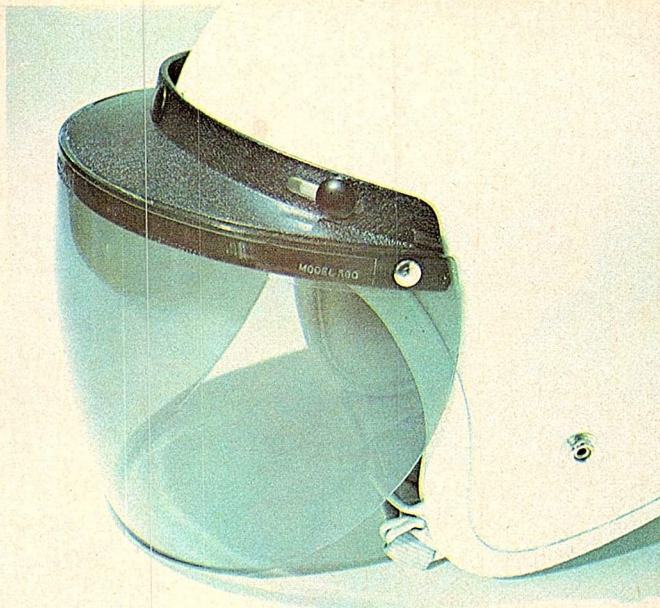


Custom

The Custom Flip has the same super styling as the SPACE FACE, but without Hydron or MXL.

You get full flip action without junk bars, tracks and attachments. A super face-shield for a super price.

Model No. C-10 (Clear)
Model No. C-11 (Yellow)
Model No. C-12 (Smoke)

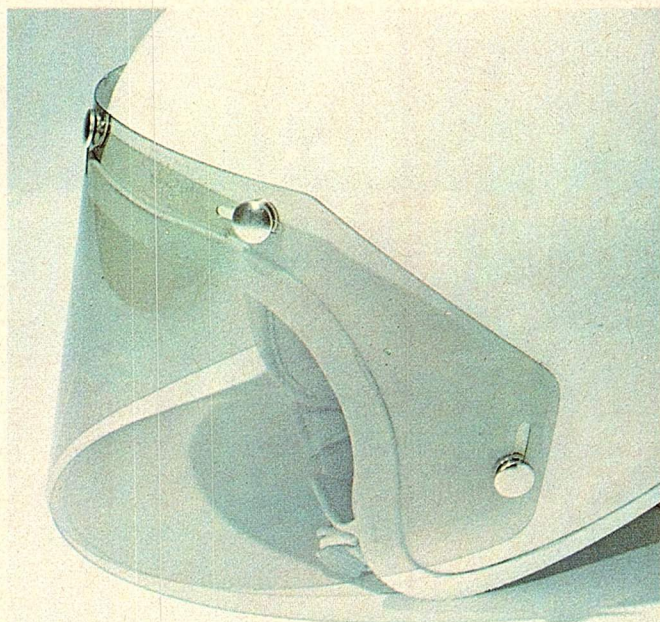


Custom

The Custom Competition shield out reaches any competitive face shield. Super quality without MXL and Hydron gives you the best eye protection for your money.

Features include 5 adjustable snaps.

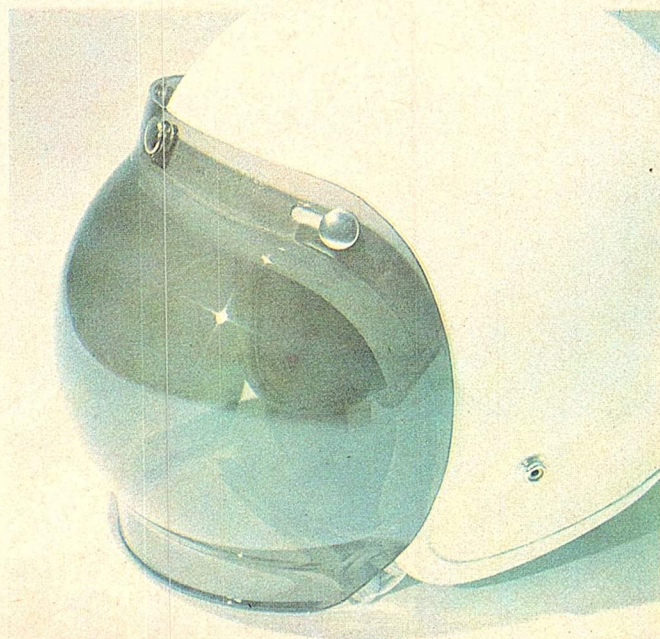
Model No. C-30 (Clear)
Model No. C-31 (Yellow)
Model No. C-32 (Smoke)



Custom

Custom Bubble has superior styling with a competitive price but without the advantage of Hydron or MXL. Protects your face and neck. Made of rugged space-age materials. Comes with 3 adjustable snaps.

Model No. C-20 (Clear)
Model No. C-21 (Yellow)
Model No. C-22 (Smoke)





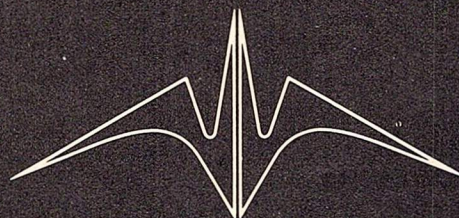
There are many sports that require eye protection. Often you can use the same goggles or face-shields for a variety of activities.

Hydron goggles are unsurpassed as ski goggles. Their unique qualities are ideal for eliminating fogging while going down the ski slopes.



National Hydron Incorporated has developed a package that is designed to protect your face-shield before you buy it. That's something no one else does.

This special box shows you exactly what you get. Our new packaging is clearly labeled to tell you precisely what you are buying and how to take care of it so you can get the most enjoyment from our products. At National Hydron we want you to have the best time possible with the most safety and at the best prices.



National Hydron Incorporated

a national patent company

1633 Rothsville Road
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717-626-2028

XL350 ENDUROFICATION

TRAFFICATOR TRANSFORMATION

by the staff of DIRT BIKE

Ah, umm, well, ah. . . if you read the test on the XL350K2 (got that?) in the April issue you probably got the idea we thought the ideal spot for the bike was on the pavement. Fairabout is turn play, so we jumped, leaped, accepted, didn't decline the opportunity to ride an XL set up for dirt riding, more specifically, enduro competition. Not



Everything you ever needed for riding two-up without a headlight at night in a snowstorm. And more.

damping) to the '76 XL, more to earlier models which used topping springs. The '76 doesn't have topping springs, it uses hydraulic topping with longer travel. One thing to keep an eye on is the fork seals. Loss of oil can lead to topping, which can

a bucks-up Baja runner (we've already told you about Big Red), but an economically altered stock bike.

We rode a machine prepared by American Honda for Larry Langley to campaign for the '76 District 37 enduro season. Last year Larry won a national enduro out here, riding his own XL hybrid — an enlarged XL350 engine (410cc) in an XL250 chassis. That ride was good enough to place him fifth in the Western Region for the national enduro series.

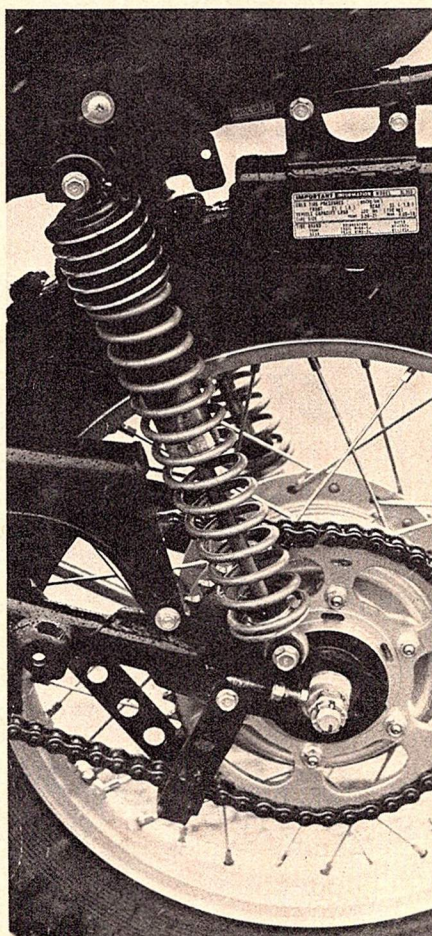
After the initial set-up Larry rode the bike locally in the Prospectors D37 event, taking fifth overall, second in the A Heavyweight class. Then we rode (sometimes double) the bike on several outings. (See Donner Memorial Trial Ride.)

LITTLE JIM DANDY XL-ENTIFICATION ECONOMY KIT

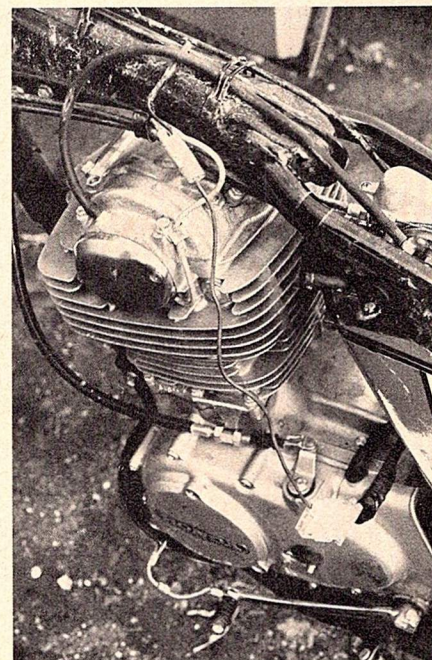
Summed up: pull off the street-legal necessities, modify and adjust the suspension, change tires, change gearing, add a pipe and attach enduro instruments.

The lights, turn signals, lighting control switches, battery and wiring harness were removed. The coil wire, ignition points wire, and the black and white wire from the lower generator unit were connected with a jumper made from accessories. If you use Honda's terminal kit (code number 25243, part number 07692-001-000), you don't have to cut the XL's wiring harness. Four-way plug-in dual connectors accommodate the ignition, points, coil and kill wires, utilizing a jumper about ten inches long. The four-way connector is in the terminal kit, but it's necessary to change the terminal ends using wire crimp-ons. It's possible to hook up lighting by running a jump to the ignition. (The bike we rode didn't have lights, but we will do a follow-up on lighting the bike for the Greenhorn Enduro.)

An S&W fork damping kit was installed. It retails for \$59.50. S&W springs were also used. They go for an additional \$11.95. Use Bel-Ray ten-weight oil. The fork kit adds a quarter-inch of travel (and better



The Works Performance shocks bolt right on. Sixty-pound springs hold the bike up, the damping does the work over five inches of shock travel.



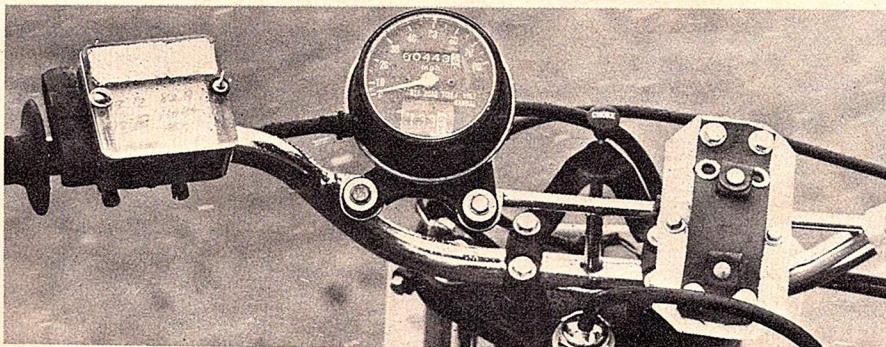
The jumper wire, hooked up after removing the battery. The four-way plug at the top, into which the points and coil wires are plugged, was scrounged from another bike. Similar pieces can be found at motorcycle junkyards (inside almost any Japanese headlight) or electrical shops. The six-way terminal at the bottom of the jump wire is from the Honda terminal kit. It hooks up with the stock wiring from the lower generator unit. It would be possible to use another six-way terminal at the top of the jumper wire, but it would require a three-way splice.

do some real damage if it isn't corrected. Fork boots assure longer fork seal life.

An alternate front suspension approach. Works Performance Products will notch the damper rods for better operation, particularly on

washboard ripples and similar jarring terrain. They charge \$15; send 'em your standard damper rods. The address is 20970 Knapp St., Chatsworth, California 91311; (213) 998-1977.

Long travel Works Performance



Timekeeping setup. Do not read message in left-hand route guide unless you're 18 or older.

shocks were bolted on the rear; no modifications were necessary. The top shock mount position was moved forward slightly for a mild cantilever approach with the new K2 model. Particulars: 14 $\frac{1}{4}$ -inch shock, 60-pound springs (the damping does most of the work), 5-inch shock travel (5 $\frac{1}{2}$ inches reduced by two rubber bumpers) and 6- to 6 $\frac{1}{2}$ -inch wheel travel. The stock shock measures 14 $\frac{1}{4}$ inches. The replacement shocks pick up about an inch of wheel travel. Retail is \$114.50, including springs. The shocks have a 90-day warranty and are fully rebuildable.

Knobby tires, rider's preference. A 4.00x18 rear seems adequate. If larger rear rubber is used, care must be taken that there is sufficient clearance. The bike we rode had six-ply Cheng Shins.

Clockwatchery mods. The speedo was mounted on the handlebars, rider preference. It's easier to read and the brake cable doesn't obstruct the view as the suspension works. A longer CB750 speedo cable was necessary, and it bolts right in. A plastic magnifier was added to make the odometer easier to read at speed. The speedometer was cut open at the base, with some very delicate surgery, and a bar magnifier, available at stationery stores, was cut down to one inch in length and positioned, using a plastic compatible glue. A mileage route guide and time piece mount were added to the handlebars.

Brush cables were attached to both foot pedals.

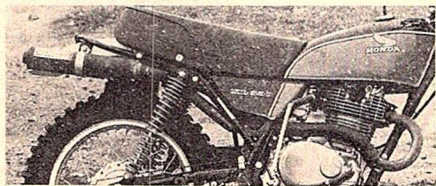
The bash plate was extended on the left side for better case protection. The air silencer, that large circuitous baffle under the seat, was removed for better breathing. Stock air setup was kept. The stock Keihin carb was retained with standard jetting. The idle was set a little bit faster (an additional 200 rpm) to avoid a possible stall at a checkpoint. This doesn't affect steep downhill descent performance any, because of the dual push/pull throttle cable system on the bike. When the throttle is turned off on a downhill, the engine runs slower than the idle adjustment for additional engine braking.

The motor was left stock. For those who want to go to a bigger powerplant, either Long Beach Honda, 5115 Atlantic, Long Beach, California 90805; (213) 423-1433; or

Powroll Performance Products, P.O. Box 1206, Bend, Oregon 97701; (503) 382-6395 are recommended.

With standard gearing (15/45) the XL will top 80 without floating the valves. A 14-tooth countershaft, a Honda part, was added for enduro usage.

A Bassani XL USMR upswept muffler replacement was bolted on — \$45 with spark arrestor, \$35 without. They also make a complete pipe for the XL, \$50, with a clamp-on spark arrestor available. Your local dealer can order the pipe or muffler replacement from Bassani, 3726 E. Miraloma Ave., Anaheim, California 92806; (714) 630-1821. The Bassani bolt-on tucks



Bassani muffler replacement saves weight, keeps bike quiet, both important considerations.

in well and is quiet. It was necessary to file down the fin area on the right Works shock. The suspension was worked full travel to determine that the filing provided sufficient clearance.

BIG MAN, BIG BIKE

Larry's a big guy, six foot one, 230 pounds, which explains why a big bike like the XL350 doesn't intimidate him as it does some smaller riders. The stripped bike, with a full gas tank, weighs in at 310. That's 27 pounds heavier than a fully fueled TT500. Larry liked the geometry changes made in the '76 chassis. He felt it was both more stable and better turning. He feels the new



Positive proof that turn signals are good for something. Change the amber to red and hook up the brake light.


center porting, along with the four-valve setup (the TT500 has two valves), is an advantage. He said he could outpull the TT500s down low, that the Yamahas couldn't go as slow in tight terrain, yet his bike never stalled.

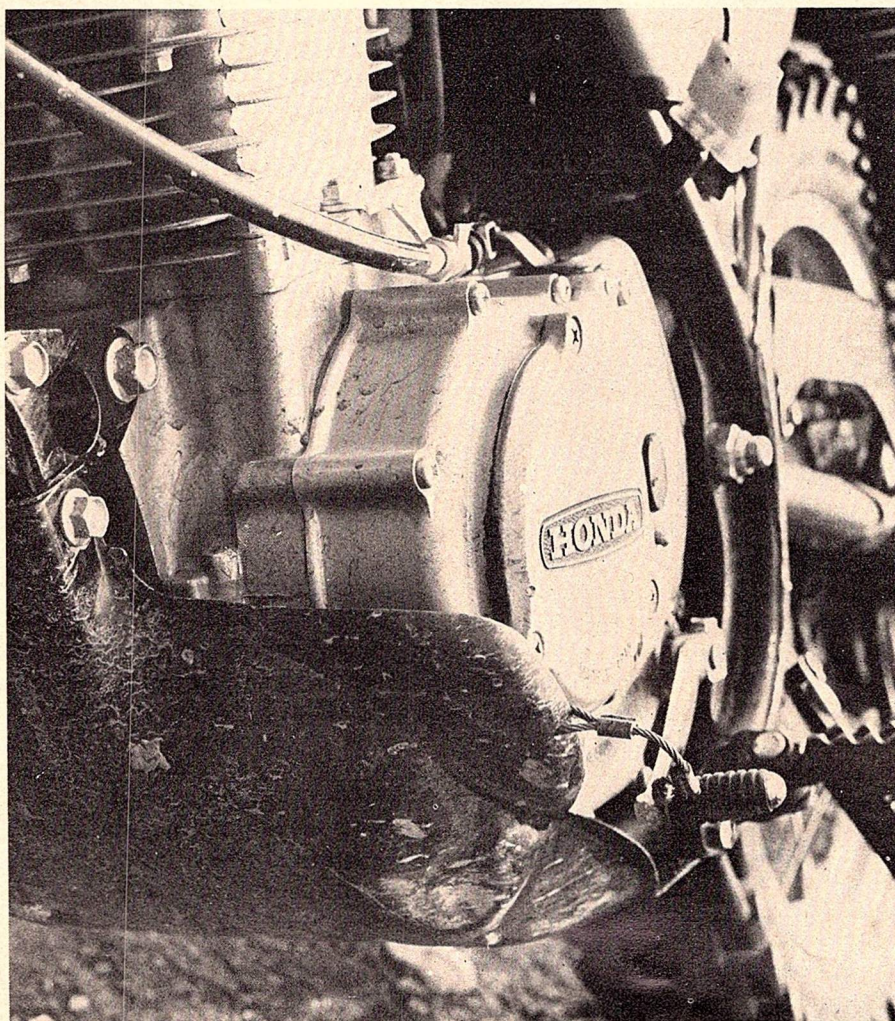
He's going to go to the 410 package for more uphill acceleration. There wasn't a hill he couldn't make with the stock engine, but with the 410 in his old bike he could accelerate up rather than having to downshift. He's also going to move the footpegs back one inch. He told us that with the pegs back and the 410 engine in his old bike he could carry the front wheel whenever he wanted to. This isn't so easy with the stock machine.

He also told us he was able to take the TT500 (with stock shocks) in the rocks, because he had much better rear end performance with the Works shocks.

He'd like the bike to be lighter, but feels it's a lot easier to make the new K2 model competitive because of the better geometry. He feels the most noticeable improvement is bolting on long travel shocks. "It's heavy, but I'm sold on Honda reliability. I've finished three straight Greenhorns. In three years I've had one DNF when a shock loosened up and the swingarm broke as a result. I have total confidence that I'm going to finish."

SUMMARIZATION

So where is the enduro-ized XL350 in the scheme of things? It's still a big, heavy motorcycle. Going down one tooth gives it excellent low end performance. Within the confines of its steering geometry and weight it can be putted around in a tight gully full lock without having to feather the clutch to avoid stalling. We rode it over several miles of a tough observed trials loop without ever bogging. It seems stable enough for fast cowtrailing, and refrains from getting sideways through the whoops. The Works shocks definitely work. It proved its dependability and grunt as our snow tow bike. It's still a big man's bike, but it was transformed from a machine no one wanted to ride (as a stocker) to one that was actually a pleasant cow-trailer, hillclimber, gully plonker, a big ol' S.K. Special. We rode the stock XL because we had to for the test, we'd ride the modified XL again because we'd want to. 

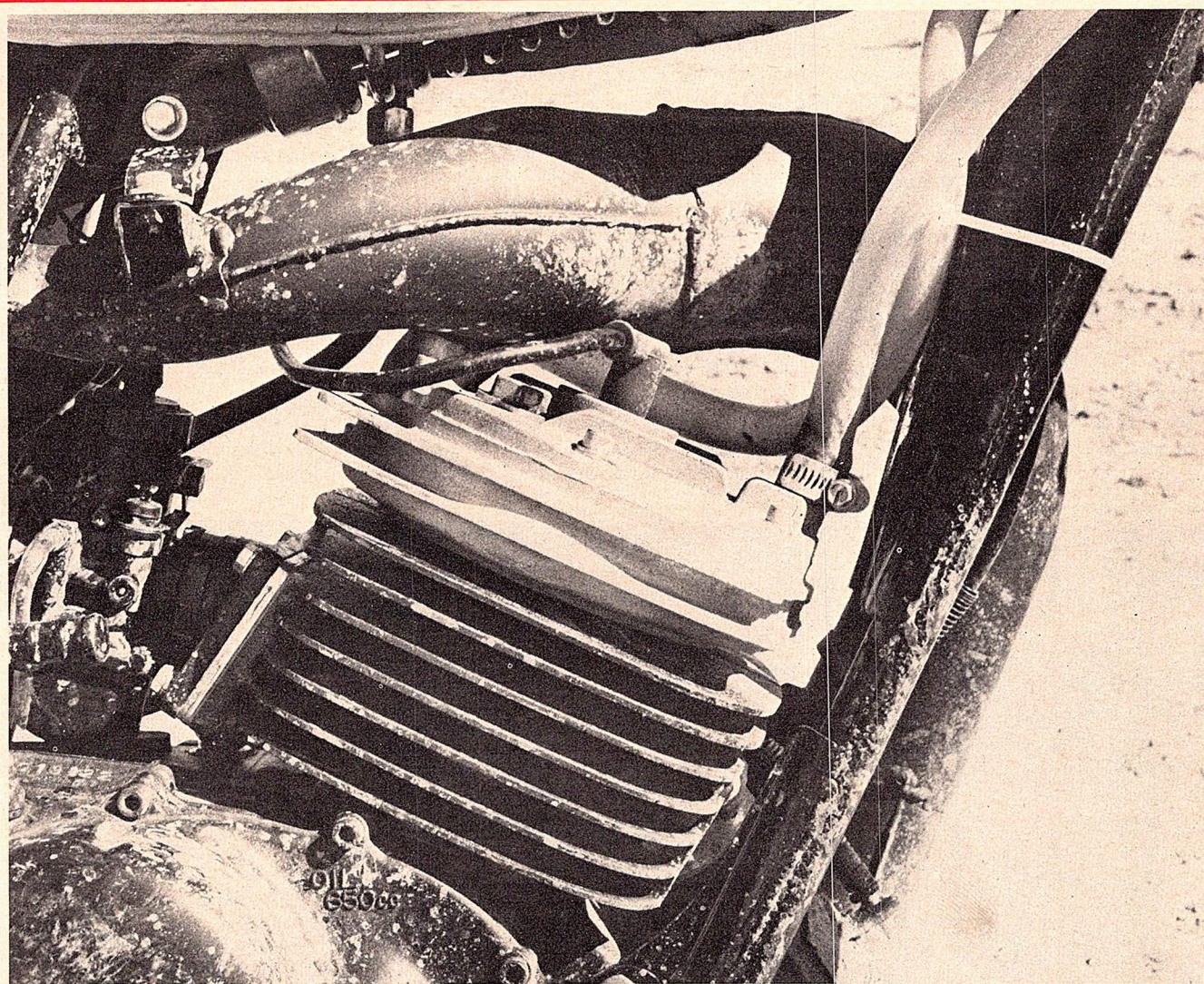


Brush cables are a functional, cheap modification. Note extension welded on stock base plate.

PRODUCT EVALUATION

WATER-COOLED CYLINDER HEAD BY SHENOBI

by Gunnar Lindstrom



An interesting idea, but. . .

Heat-stricken engines are a problem that most two-stroke tuners and riders are familiar with. Engines that run strong when cool can lose power and begin pinging when hot. If you don't know when to shut down, you'll have a holed piston and a seized motor.

Jetting and tuning play a pretty important role in this drama. Too lean and . . . POOF! Too rich . . . no power. Too much ignition advance . . . pinging. Too little advance . . . heat builds up. It's a balancing act,

and the loser pays for a new upper end.

Controlling engine temperature is one of the keys to survival. The heat necessary for burning the fuel/air mixture in a combustion chamber turns around and tries to burn up the piston and lubricating oil after completing its initial duties. So, the problem is to get the heat out of the cylinder. This is usually done by putting fins on the cylinder, to increase the surface exposed to the air, but there can only

be so many fins on any cylinder. And, contrary to what you may have heard, the length of the fins is not important, so long as they exceed a certain, rather short, length. In any case, each fin can only dissipate so much heat.

Most heat absorbed by the piston is transferred to the cylinder through the piston ring(s). So, if there are more holes (ports) than liner in the cylinder, another problem is created, in that there is less available surface with which to

effect the transfer.

A more efficient method (than air cooling) of heat transference is the circulation of water as a coolant, the system used in most automobile engines. Water has both advantages and disadvantages as a machine coolant. It is quiet and efficient, but requires a complicated and heavy circulating system. The pioneer in motorcycle water-cooling has been Yamaha, at least insofar as modern two-stroke racing machinery is concerned. Yamaha's highly tuned two-stroke road racing twins were nearly unbeatable in their classes from the start, but water-cooling was added to increase reliability and sustain performance throughout a race. No basic changes were made to porting, timing, jetting or compression. Keeping the temperature down while under stress proved to be the key to even higher reliability, and the Yamaha two-strokes became the dominant force in international road racing.

The added parts necessary to a water-cooled system are easy to deal with on a road racer. The

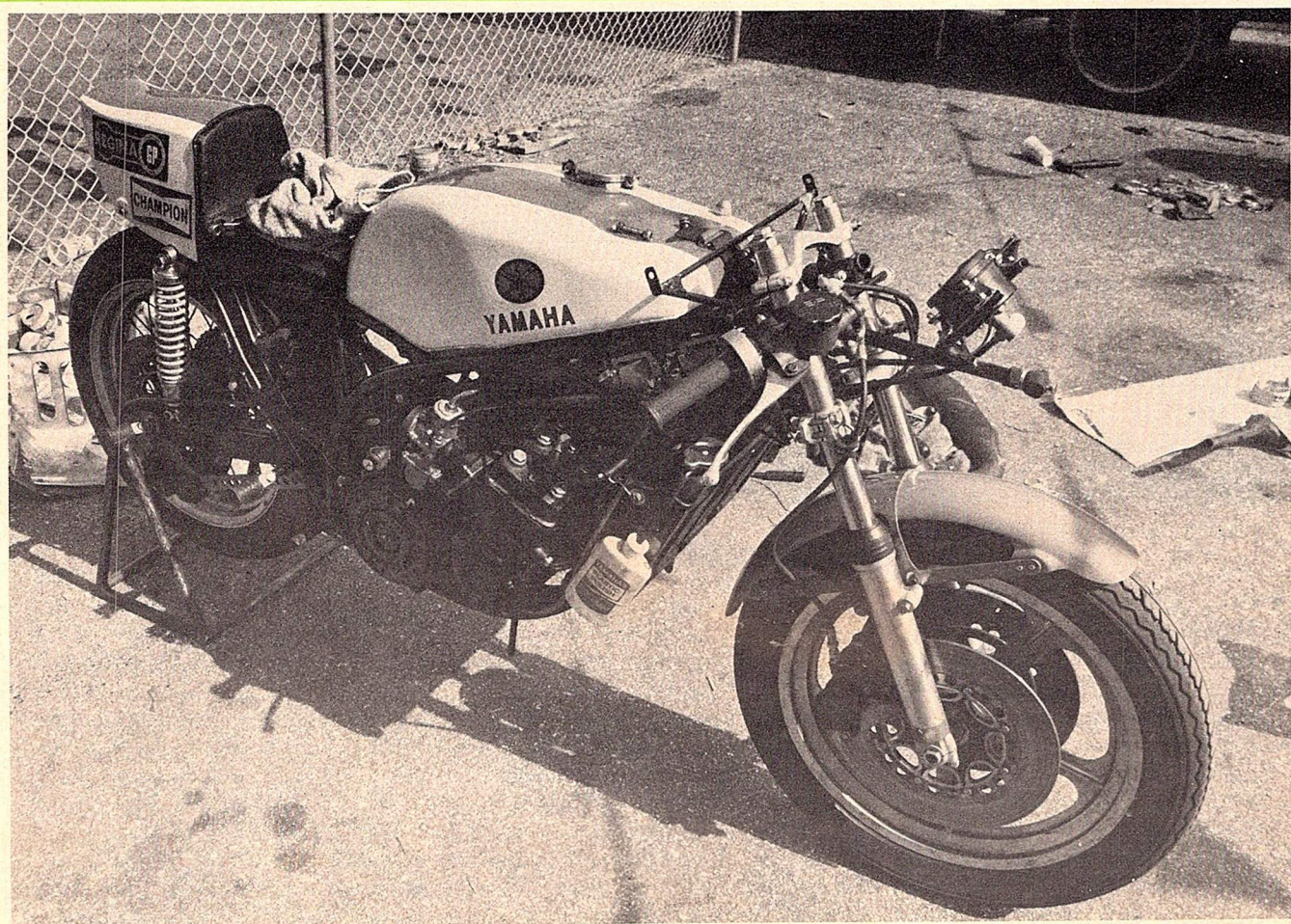
radiator is mounted on the front frame tubes beneath the fuel tank. The cylinder and heads are, of course, special castings, so that water can circulate. A pump for the water moves it between the upper end and the radiator, and a thermostat is included to control water temperatures.

Running without a pump and thermostat is not advisable, according to Yamaha racing boss Kel Carruthers. This method, known as thermo siphoning, is somewhat unreliable because no pump is used. And the lack of a thermostat means that the coolant temperature will not be constant, but instead will be partially dependent upon the ambient temperature of the air. Of course, it's true that wide open throttle (WOT) settings are not so common among motocrossers as among road racers, and that a motocrosser never runs WOT as long as a road racer. Still, the smaller motocross engines (like 125s) now have tremendous loads being placed on them, and WOT settings are more and more common among the fastest riders.

And cross-country races like the Baja require sustained WOT runs.

With this in mind, it's natural that Yamaha has begun experimenting with a water-cooled 125 motocrosser. But experiment and research are exactly that, and it will be some time, if ever, before you see a water-cooled Yamaha in your dealer's showroom.

Meanwhile, in Atlanta, Georgia, Shenobi Research, Inc., has decided to meet the racer half way by offering the Shenobi water-cooled cylinder head. Shenobi's west coast distributor, Moto-Fast of Campbell, California, called and offered us a test ride on one of their modified 125 YZs. After some hesitation, we agreed on an outing at the Dunes. We were hesitant because an afternoon test ride on a performance accessory is not sufficient to form an accurate opinion, especially since we had no comparison material in the form of a similar well-broken-in and maintained 125 YZ. Neither was there a chance to dyno test the bike before and after the modification. So our test ride was only useful in giving



Stripped view of a water-cooled road racer.

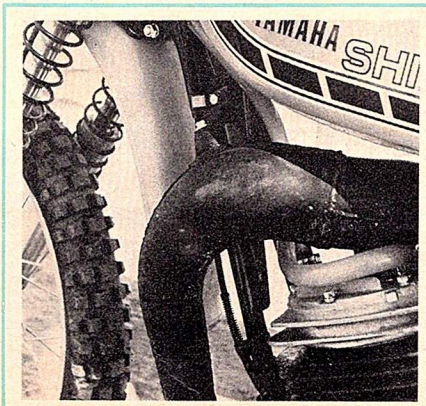
us an idea of how the added-on cooling system affects the handling, and what kind of effort it takes to use and maintain the system.

The \$199 Shenobi kit includes everything needed to install the system on a bike, and is currently available for all 125 motocrossers except CZ and Maico. The stock cylinder head is replaced by one supplied, and a standard-type radiator is bolted to the forks in place of the stock front number plate. The two units are connected with flexible plastic hoses. Note that the cylinder is still air-cooled. A metal screen protects the radiator from flying rocks, and distilled water is used as a coolant. The return line with the coolant enters the head as close to the exhaust port area as possible, for maximum cooling where it's most needed. Heat transfer between the cylinder and the head is largely dependent on the size of the contact surface between the two.

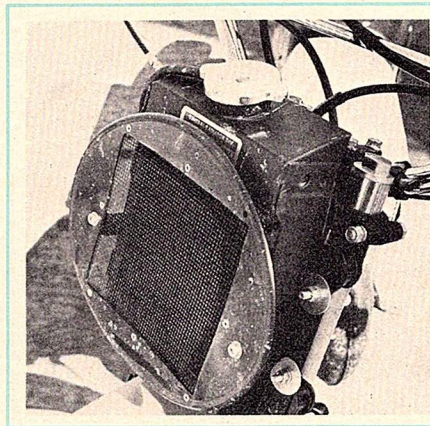
The circulation of the coolant relies solely on the well-known principle that hot water is lighter than cold water. This is the thermo siphon effect, and it is the reason that the Shenobi can get away with not using a pump. (No thermostat is used, either.) The gaskets used in the Shenobi system can't withstand the corrosive effects of anti-freeze, so if the system is used in an area where the coolant may be subject to freezing, the system has to be drained after each use.

TRACK TEST RESULTS

The water-cooled 125 YZ ran strong all afternoon. We made an effort to run for 40 minutes at a motocross track at full speed, and did not notice any power fade. But, a stock YZ won't fade noticeably under those conditions either. We should note that the day of our test was not especially hot.



What about the additional weight? It's certainly located at the most unfavorable place for additional weight on any motorcycle — high up on the front forks. Moto-Fast claims the system adds only two kilos (4.4 pounds) to the overall weight of the motorcycle, and we were not in a position to remove and weigh the pieces.

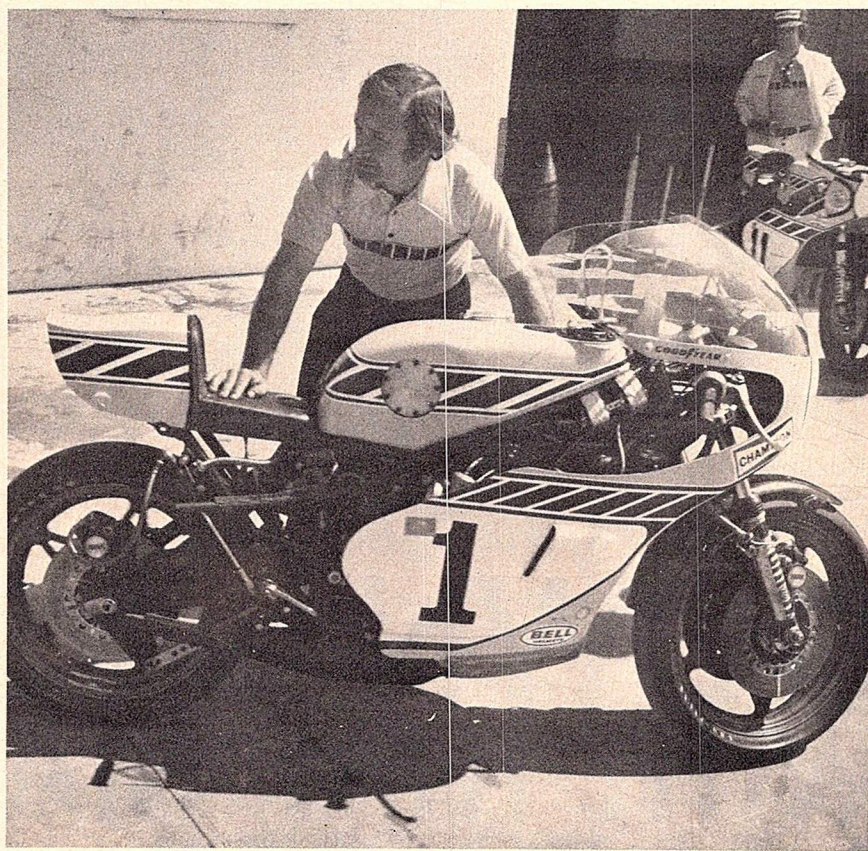


Front-mounted radiator adds weight to the front end. Special number sets that can be attached to the screen number plate will be available soon. Front brake cable routing becomes difficult with the radiator in place.

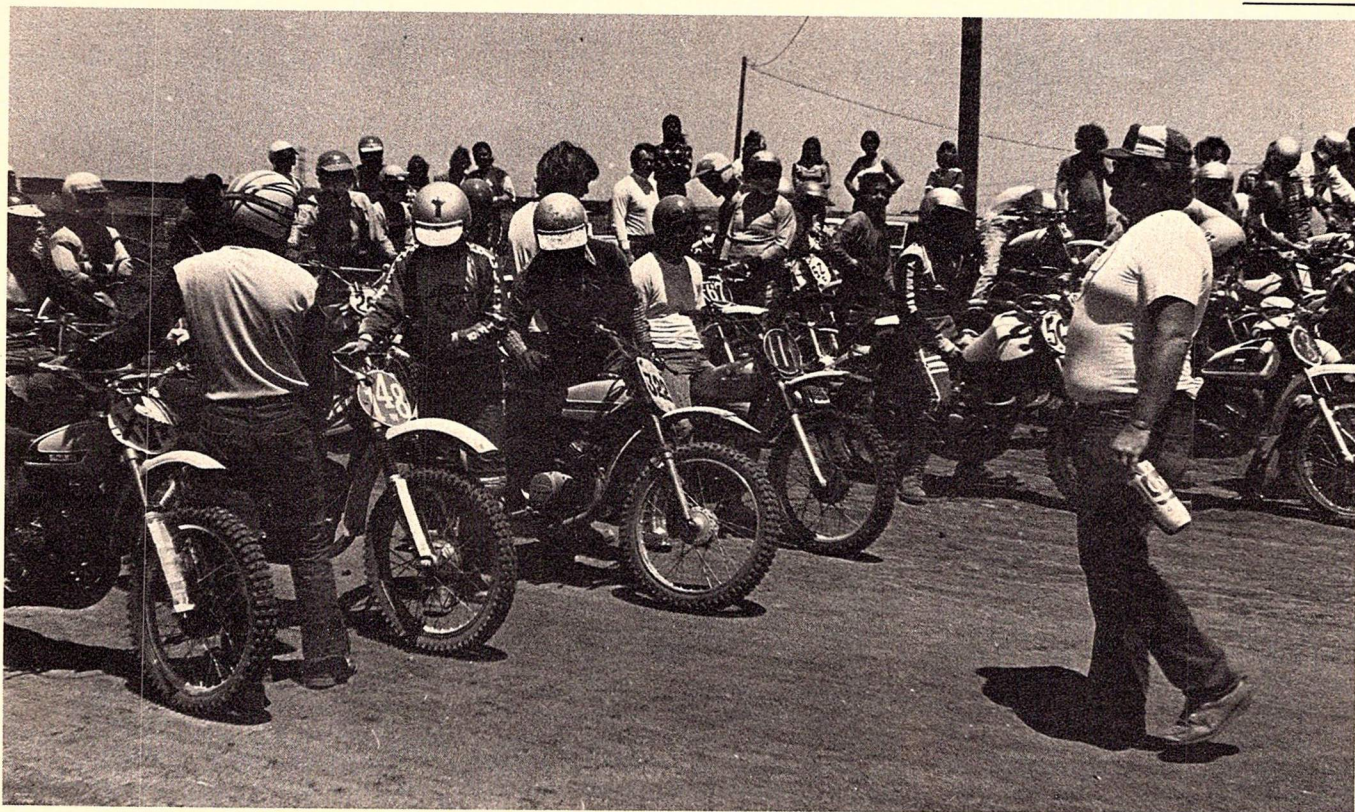
But a qualified guess would put the actual total weight in the four-kilo area, including fluid. In any case, the extra weight can certainly be felt while riding. The front end is heavier, making it a question of just how much extra weight the individual rider can handle. The weight does affect front end handling negatively.

We feel that the water-cooled cylinder head from Shenobi for 125 motocrossers is a sort of half-way solution to a complex problem. It has all of the disadvantages of water-cooling (weight, complexity, vulnerability), without realizing the full advantages water-cooling can produce. Without a thermostat, head temperatures cannot be maintained in the most efficient range, and without a pump reliability is questionable. Then there is the point that overheating and seizure are not common problems with properly set up and maintained 125s in the first place. Besides, you can buy a lot of piston assemblies for \$200.

*Mirror, mirror on the wall,
Who's the trickiest of them all?* ❁



Yamaha's Kel Carruthers and Kenny Roberts' water-cooled road racer. When weight and complexity aren't big drawbacks, water-cooling can pay big dividends.



Big Bill hisself addresses the marathon animals.



A little bit of that old sideways madness.

Gasoline and cheap perfume — half the smell in American adventure.

Norman Mailer, The Armies of the Night

Marathon . . . two twisted hours slashing around some hokey track carved out of a vacant lot. It's the original low-rent sideshow: the dog-faced boy, the tattooed lady, they're all here. Two riders, two hours, one bike; run what you brung. No sanction, no cards required, no nuthin'. Wild and crazy in the dust and in the mud. Mother of Jabbering

Return with us for two hours to the early sixties . . . Now.

DOWN AND OUT WITH THAT MARATHON MADNESS, AGAIN

Story & Photography by Michael Jordan

God! It's the original motorcycle madness.

These demented marathons have become something of a northern California phenomenon: Helvetia Park in Sacramento, Sand Hill Ranch in Brentwood, the Stockton fairgrounds. But the definitive marathon production is perpetuated by the same individual who unleashed the first series of scheduled marathons upon an unsuspecting world in 1970. Yes, friends, Big Bill Spencer and the ongoing Fremont Raceway Marathon Extravaganza & Sideshow! Featuring::: every teenage mental defective and aging C-traction junkie from every loony bin and prison farm between Milpitas and Hayward — *no expense spared!*

Spencer is a 30ish promoter who regularly stages legitimate scrambles, quarter-miles and indoor short-tracks in the Bay Area. Unfortunately, his huge size and casual addiction to T-shirts and beer tend to typecast him as some latently vicious outcast from the Hell's Angels, fully prepared to kick ass at the slightest provocation. In reality, Spencer functions as a District 36 Official and Authorized AMA representative . . . Lord knows *what* those white-shoed bumlbers in Westerville think when they go nose to nose with Bill Spencer.

The arena Spencer employs for his productions stands unchallenged as the Mecca of Marathon Orthodoxy. Across the freeway from the GM assembly plant, the Fremont Raceway bleachers loom bleakly above acres of tideland pasture. The Fremont Dragstrip is just down the access road . . . along with the ever-popular Dynamite Drive-in, a local violence/lust flick palace that caters to rows of Chargers and Malibus with steamed windows. Fremont's motorcycle arena compares in sheer low-down funkiness only with the Sunnyvale-PAL motocross track, an adobe wasteland planted amidst the tropical splendor of the Sunnyvale Municipal Dump. Fremont is definitely . . . well, *earthy*.

Out of a quarter-mile and scrambles track, an infernal mishmash of light poles, earthmover tires, chain-link fence and Armco, Spencer has lashed together a track that typifies the marathon experience: equal portions of oval, scrambles and MX terrain slapped together into a mess measuring



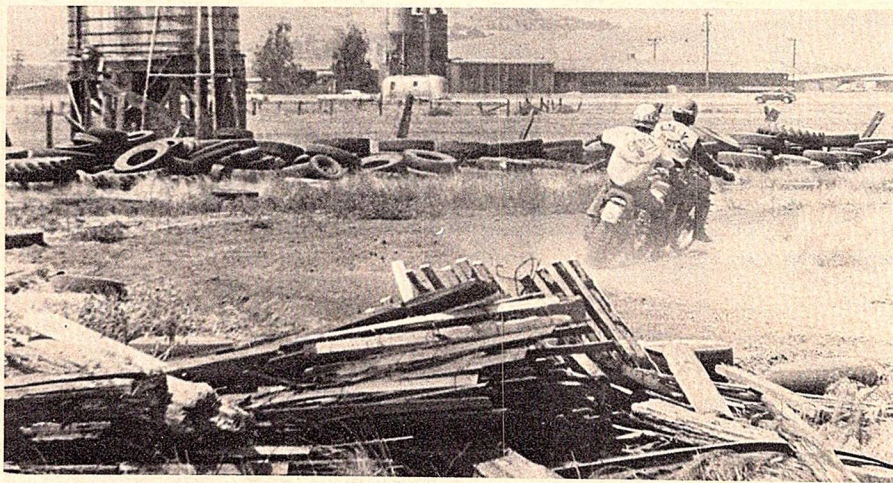
The barbed wire just spices things up a bit.

something in excess of a mile — but not much. The track wanders around porta-cans, through holes in the Armco and chain-link, around the scrambles track, between dead automobile tires, atop big earthen dikes, across drainage ditches, and over the refuse of a million previous races — strands of baling wire, discarded spark plugs, crushed Coke cans, wasted silencers, general garbage.

Oh yes . . . the dust. This wicked tideland adobe is treacherous. On a dry day it powders into a talc cloud that can be seen in San Jose. When

it's wet, the track becomes a goddamn swamp — two feet of snotty gumbo that'll turn a Pirelli into a drag racing slick. When racing on this stuff you just never know when you might wake up with a mouthful of handlebars.

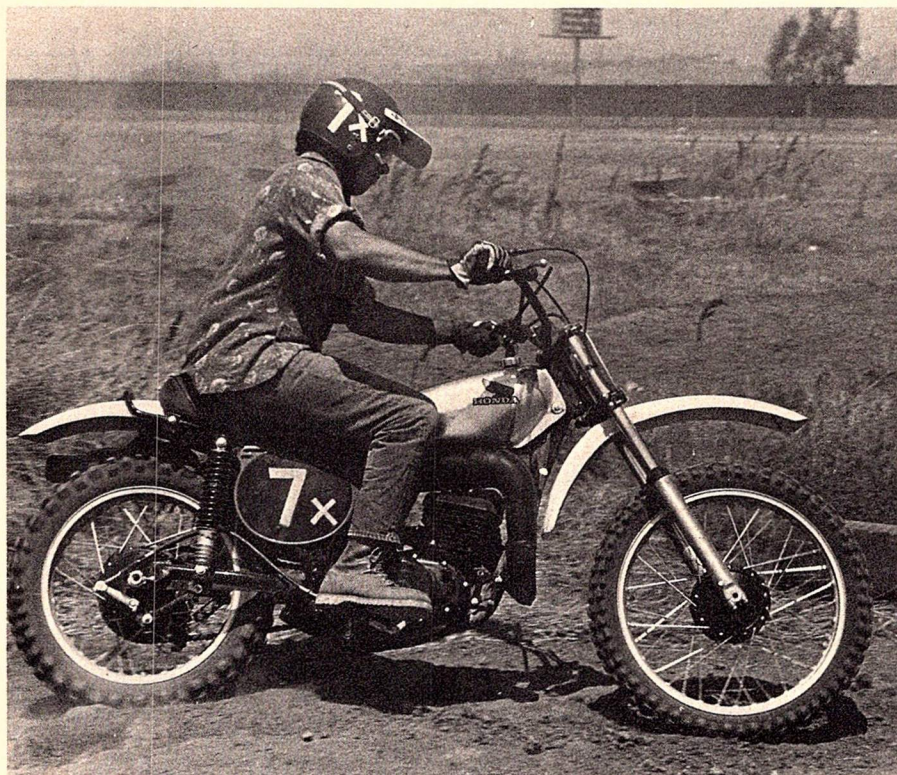
But it is the *riders* that lend Fremont its peculiar unwashed flavor: a babbling lot of crazies flogging around anything from Mikkola Huskys to Suzuki trailbikes. Aging, doomed scrambles jockeys from Hayward tossing ratty BSAs or four-stroke Hondas into huge, bellowing powerslides on the oval



It's like racing on some huge vacant lot.



Back to the roots: no frills, no fuss.



Funky marathon class. Flannel is *de rigueur*.

cushion, a tattered windbreaker emblazoned "Fred's Autobody" snapping in the breeze. Enduro riders on holiday. Cycle park freaks riding old greasy Husky and Yamaha warhorses with battered plastic tanks and torn seats. Occasionally someone like Rick Hocking or Davy Hansen

will come out to smoke the whackos. Or maybe some wild-eyed psychotic spectator will take his street 750 Honda out for a few illicit laps.

Fremont marathons have a weird cheapjack class all their own. The marathon number has nothing to do with the pleasures ordinarily

associated with the mastery of machinery, macho death-defying thrills, or woods riding terrain challenges. Instead, Fremont thrives on the informal atmosphere created by a pack of weekend bike freaks assembling on the nearest vacant lot for a little loose racing. Just make up the course as you go along, and after two hours Spencer will drag himself and his beer can over to the side of the track and wave you off. None of this lightweight checkered-flag Thrill of Victory crap. It's all just a friendly excuse for the guys without heavy bucks to get in a little speed on their second-hand Suzukis and CZs

Appropriately enough, dispensing with a riding partner and riding two hours solo is the shortcut to Fremont credibility and the hallmark of funky marathon class. Indeed, there is a certain stench of twisted humor in daring to ride solo . . . milling around midst a mixed bag of slick motocross types and stalwart defenders of the T-shirt ethic . . . waiting for the customary hare scrambles start. Actually, to really cool everyone out at a marathon, you must flaunt either a ratty flannel shirt or a greasy T-shirt that has spent the last month as an oil pan.

Spencer disdains shotguns, flags or any of that starter's hokum — he unleashes the starting grid by yelling **GO!**

At first, with nothing but two hours of enforced isolation ahead, a marathon seems to provide a valuable opportunity to hone the rough edges off your riding style. There is nothing but time to establish braking points and fool around with trick skills learned in last month's bike rag. But most of all, this goddamn merry-go-round tests your powers of concentration: either by involving you in some lame high-speed dice that demands strategic overtaking, or by simply exploring the outer limits of your attention span. A lot of these twisted geeks get knocked into the dirt while tapped out in fourth just because they . . . forgot. Poor fools . . .

Indeed, the dreaded Boredom Monster stalks the track. After crowding the exhaustion barrier for too long, the tongue begins swelling in tedium and red flashes sizzle across the eyeballs. Soon merely racing isn't enough. Time to lay a little violence on somebody — like some aimless linthead riding his brother's 125 CZ. Rattle the little



Slack-jawed spectators, wasted by the noise.

creep's handlebars . . . just for *entertainment*, you understand — there ain't much out here to keep the mind alive.

Finally, as your kidneys float up under your pounding breastbone and your forearms pump up to the size of prime zucchini . . . well, serious hallucinating begins. Say, aren't those spectators getting kind of *reptilian* every time I boom past the pits wound out in second (who can keep up with the whims of a gearbox — just jam the bugger into gear, any one will do). Merciful God! Now they're growing *talons* . . . and gill slits! Slumped in lounge chairs swilling endless amounts of cheap beer . . .

When will this madness end? Just flopping the gearshift in random directions when things get too tedious . . . ride this brutal trip out to the end . . . *maintain*.

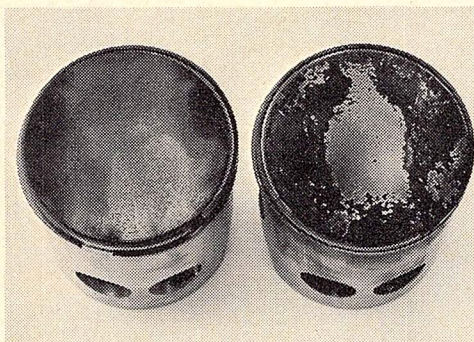
Yet the really wired-up marathon heads — bleeding from the ears on runaway motorcycles, groping for control with cases of severe moto skill breakdown — actually seem to crave this fix of savage punishment. Spencer usually draws around 30 bikes to each of the three marathons (based on displacement) during the day. The winner's trophy may be inscribed "Fremont Scrambles 1974," but no one really cares. The insanity of the whole barbaric exhibition is what matters.

Fremont marathons are throwbacks to the low-rent informal buddy-racing of the DT-1 days. They're dirty, crummy, dangerous and genuinely ugly . . . but Jesus, the stench of gasoline and the smell of cheap perfume! They are as far away from grim, militaristic motocross productions as you can go. Ain't they fine?

Or at least seriously bent, eh? ☛

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A performer anywhere it's used—in motos, enduros, scrambles, or just for plain old weekend trailblazing fun—the MX helps your bike deliver top offroad performance.

Guys like Jimmy Weinert (AMA open class moto champ) have won with the Eagle MX at many of the toughest tracks across the country.

Now you can run the same race-winning rubber.

The Eagle MX takes a strong hold in mud, sand, or hard-packed dirt. Its triple tempered, nylon cord body soaks up punishment, even at the low inflation pressures required in motocross. Check these rugged Eagle features that make the MX so versatile:

- Six-point lug design set deeply into the tread, for traction in the soft stuff
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the compound, for exceptional
tear resistance • Available in 14,
15, 16, 18 and 21-inch rim sizes.

That's the kind of Goodyear
engineering that makes the
MX such an outstanding
performer—in organized com-
petition or out in the boonies.
Eagle MX. It flies.



GOODYEAR
EAGLE MX

COMPLEX SIMPLICITY

The Swedish Army uses motorcycles for carrying messages, transporting officers, traffic control and — it's rumored — running over uppity Finns. In 1963, when the army decided it was time to order a new batch of bikes, Husqvarna was naturally asked to submit prototypes for testing. After all, Husky had made everything from motorcycles to 9mm automatic pistols for the army in the past.

The Swedish Army has a pretty unusual way of taking care of maintenance and service costs for its machinery. The seller has to guarantee that these expenses can be kept at, or below, a specified level over an agreed upon period. At the end of that time period, the costs are added up. If actual maintenance and service costs have been lower than the per-mile sum set, the seller is rebated the difference. On the other hand, if expenses turn out to be higher: . . .

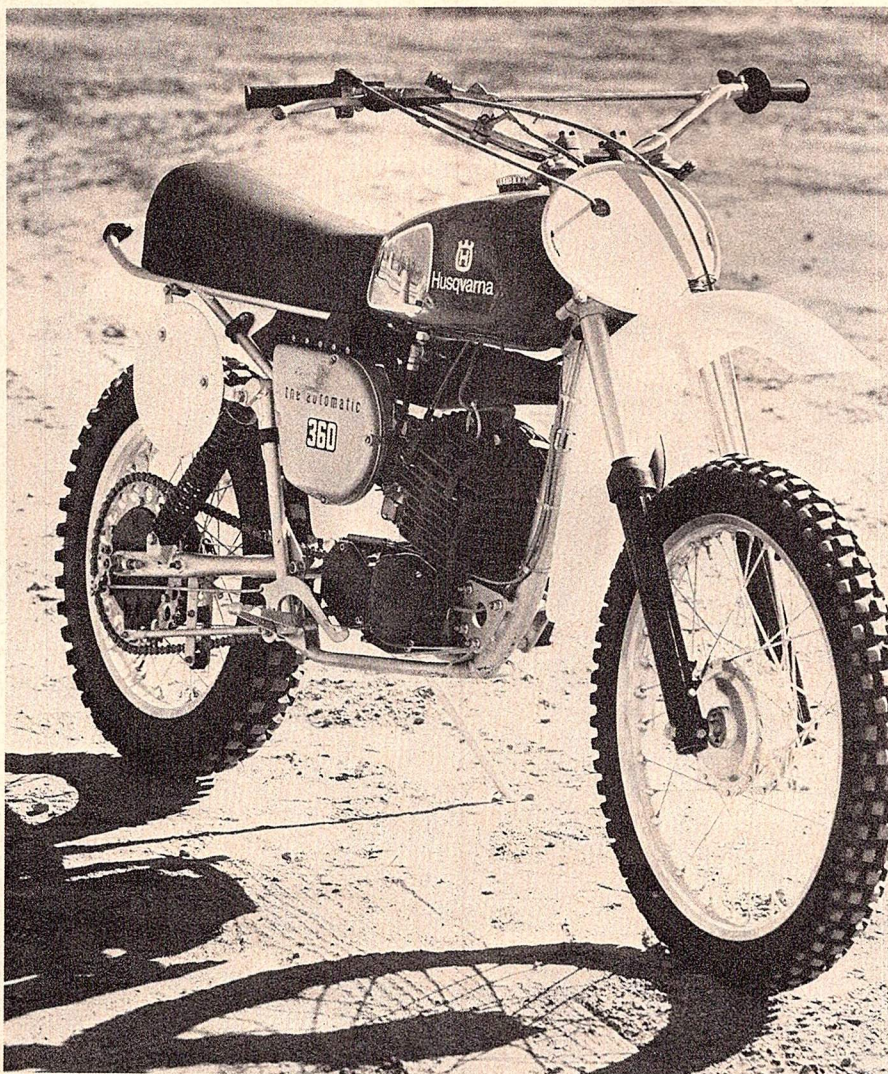
In the early '70s, the army wanted a new motorcycle, and three Swedish manufacturers were asked to submit prototypes for testing. The requirements were demanding. The bike had to be an automatic, in order that inexperienced riders could quickly be taught to use it, and it had to be able to maintain a cruising speed of 100 kilometers per hour (approximately 60 mph) with two fully equipped soldiers aboard. There was also a compendium of other requirements, including range, fuel consumption, etc.

After taking a long look at the problem, Husqvarna designed several prototypes which were tested and judged unsatisfactory. So an old two-speed moped concept from an earlier 50cc Husky engine of the late '50s was brought back and redesigned into a 250cc three-speed. After an initial development period, more prototypes were built and tested, and finally recommended for army purchase by a majority of the independent test riders consulted. In the meantime, one of the three



Husqvarna has built the lightest, most reliable, best performing automatic

HUSQVARNA 360

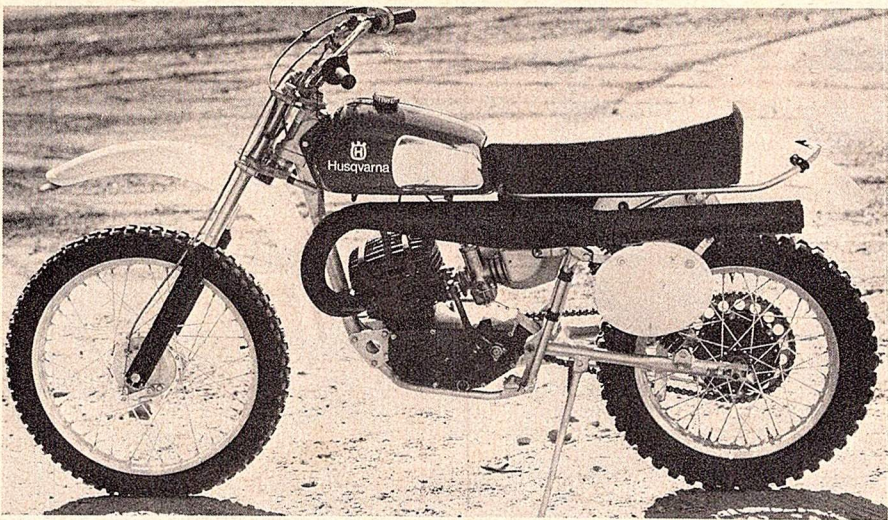


The air box is very easy to service. That's the selector lever up there on the right handlebar, and it's in the start or neutral position. The Motoplat ignition has a six-volt, 35-watt lighting coil included, with hook-ups should you want to add lights. The plastic fenders are of very good quality, and just the right length. Rubber band on the cylinder head holds down noise, not the head.

manufacturers in the competition had withdrawn (Monark), while another (Hagglunds) was involved in a series of modifications to correct handling, brake and reliability problems on their machine.

Price negotiations between Husqvarna and the army began, but remained unresolved. Additionally, the army wanted a standard maintenance guarantee on this completely new and untried concept, something that Husqvarna felt it was unrealistic to give. Realizing the commercial potential of the new machine, Husqvarna ended its negotiations with the army and developed a four-speed version with a 360cc engine, put it into their standard motocross GP frame and stuck it on a boat for America. As you read this there are probably fewer than one hundred Husky Automatics in this country, but more are on the way.

The Automatic we received for testing had been used before — both as a test vehicle and a dealer demonstrator — so it already had a large number of hours on it when we began. After six weeks of intensive testing we feel safe in concluding that the Automatic is a completely reliable unit. Our bike is still running and shifting at almost



Left side view shows the new kickstarter and improved sidestand. The rear motor mount has been eliminated, and the swingarm axle bolts right through the engine casting. Obviously designed by some clever Swede with transatlantic leanings. The exhaust pipe has a built-in Skyway spark arrestor, which is approved by the U.S. Forestry Dept. Tires are Barum Six Days style.

motorcycle ever made. But it'll cost you.

AUTOMATIC

by the
Staff of DIRT BIKE

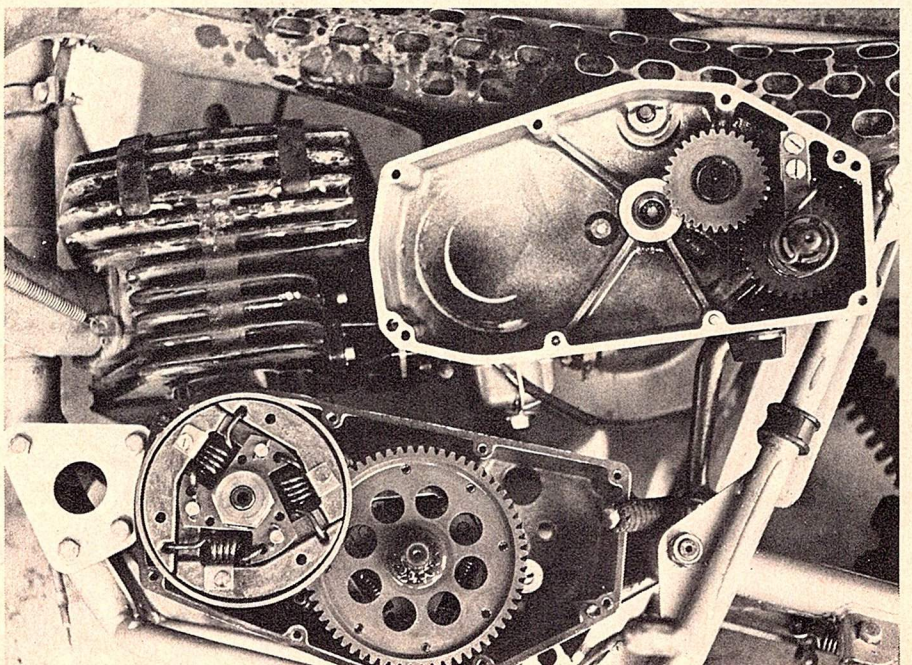
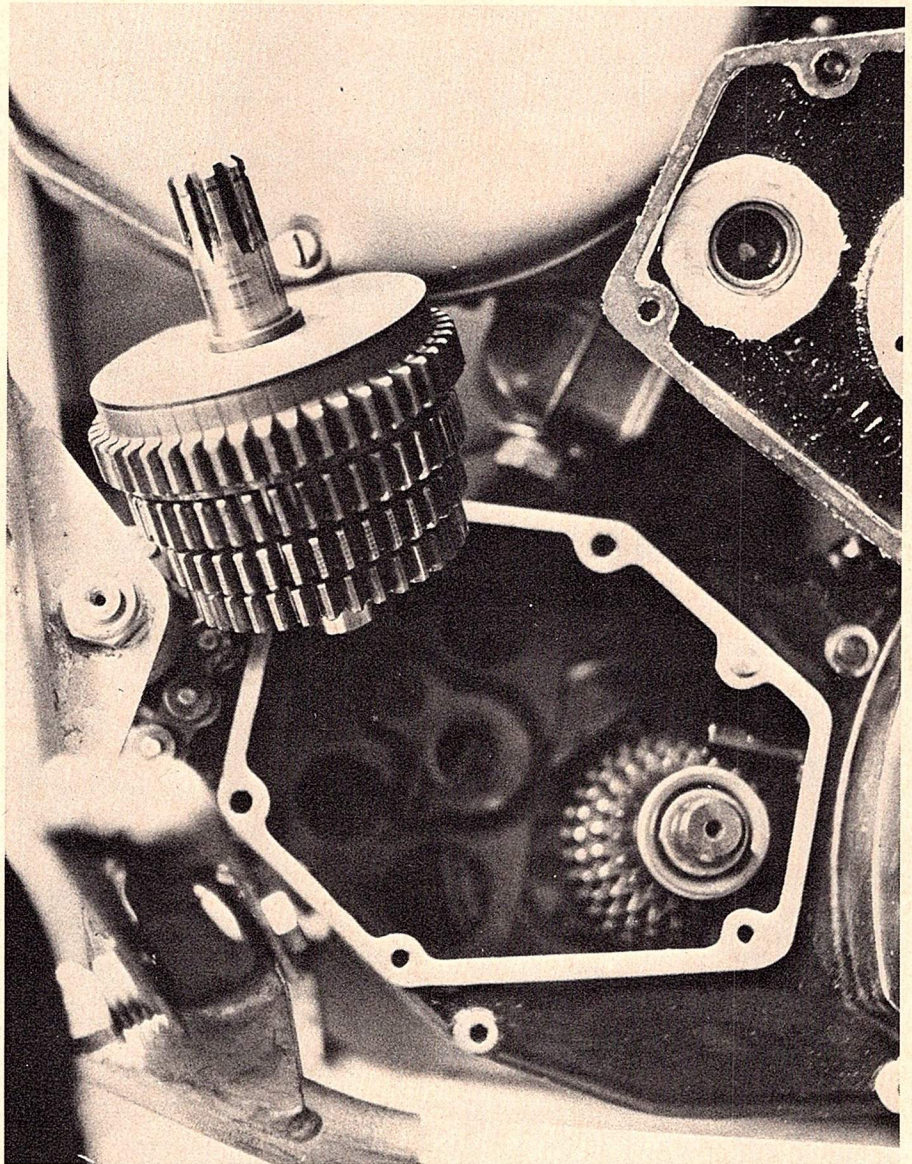
One of the fantastic things about the Automatic is the fact that the entire transmission can be taken apart while the engine is still in the frame — and in less than 15 minutes. After removing the brake pedal (one bolt) and sprocket (one circlip), five Allen screws are all that hold the right sidecover in place. With it removed, the gear stack can be lifted out and serviced.

100-percent efficiency, and the only noticeable wear has been in the piston ring.

You may remember that we tested the Husqvarna 360WR last month. Well, in all things but its transmission and its paint, the Auto is a virtual carbon copy of that bike. The wheels, frame, suspension, pipe, tank, etc., are identical to those of the WR. Basically, it's green instead of fuchsia (thank the lord), weighs a few more kilos, has a Bing carburetor instead of a Gurtner and is automatically shifted. That's the difference, except for a few small improvements to the kickstarter, sidestand and rear motor mount which show up on the Auto. More about those later.

The Husqvarna Automatic transmission is truly unique. While the Automatic is not the first automatic transmission motorcycle by any means, it is the first of its kind. Ignoring the Rokon method of a drive belt with infinitely variable ratios, Husqvarna has chosen to go with four preselected gear ratios which — when they are engaged — offer a *direct gear drive* from the crankshaft to the countershaft. This transmission is so unique that a detailed description is called for, but that's easier said than done. The concepts involved are so new that there is hardly any terminology yet established to describe them in Swedish, much less in English — at least not in layman's terms. But we've done our best (see special section), and have included a four-color illustration to help you follow the process.

The left side of the transmission assembly is accessible after removing eight regular screws. One of them is located behind the kickstart lever in hallowed Husqvarna tradition. The complete kickstarter assembly stays in the cover when it is removed. A small puller is needed to remove the primary clutch from the tapered crankshaft; then the mainshaft can be lifted out with one hand.





When you first straddle the Automatic, you immediately notice the absence of clutch lever and shift lever. The bars look naked, the engine cover incomplete. But a few minutes of riding is all it takes for the rider to completely forget that there was ever such an operation as shifting a motorcycle. Unlike the old problem of left versus right foot shifting, getting used to the Automatic is an easy process.

The Automatic cannot be push-started. To do so, you would have to first find a way to lock the clutch, and then push it at about 40 mph. And if you can do all that, you're wasting your time riding motorcycles. That being the case, the kickstarter, carburetor and ignition are unusually critical items on the Automatic.

On the right side of the Husky's bars there is a small lever which performs much the same function as the gearshift lever in an automobile with an automatic transmission. With the lever in the pulled-in position, the engine can be kick-started like any other motorcycle.

The Automatic's improved kickstarter lever makes this easier than it is on standard Huskys. Its shaft is located lower down in the cases, allowing your foot to arc through under the peg and so giving the engine a much better spin than the other Husky starters do. It takes a crank of about 400 rpm to get a spark out of a Motoplat, something that's difficult to generate with a standard Husky kickstarter. But the Automatic can do it easily, and we experienced quick two- or three-stomp starting throughout our test.

Once the bike is started, it can be warmed up by revving for as long as you like, so long as you don't release the lever on the bars. When you do decide it's time to move, the procedure is simply to allow the bike to idle, then release the lever. The gears will engage, and a twist at the throttle will move you forward. It's important to remember that, just as with an automobile, racing the engine during this moment can damage the engagement gears over a period of time. It's not difficult to remember to do it properly, but Husqvarna is working on an automatic brake device to slow the main

Text continued on page 82

This four-color illustration represents the Husqvarna Automatic engine, presented as though a horizontal cut had been made through the center line of all the shafts.

The heart of the Husqvarna Automatic is a system which uses four centrifugal clutches separated by freewheeling devices. A centrifugal clutch is a device that looks like the brake shoes in a standard drum brake. These "brake shoes," which are actually bobweights, spin around a shaft while held in place by springs. As rpm increase, centrifugal force quickly overcomes the spring tension and the bobweights are forced outward against the walls of the drum, forcing the drum to turn with the shaft. By adjusting the weight of the bobweights and the amount of spring tension, the clutch can be made to engage at different rpm. The four centrifugal clutches in the Husqvarna system are numbered one through four in this illustration.

Clutch No. 1 spins at the same speed as does the crankshaft, while the other three turn more slowly. These last three clutches, located on the mainshaft, spin on concentric tubular shafts, one inside the other, which are separated from one another by roller bearings (the round objects between each clutch in the illustration). The counter, or drive, shaft (which is green in this illustration) has three concentric shafts sheathing it, each one gear-driven and separated from the others by freewheeling devices. These freewheeling devices permit the shafts to move in only one direction in relation to one another. As long as the clutches move in one direction, they can spin at will, but a locking action of the freewheeling devices will prevent movement in the other direction. This action is somewhat similar to that of a bicycle crank, which will allow the pedals to freewheel in only one direction.

HOW THE AUTOMATIC WORKS AUTOMATICALLY

When power is applied and the engine revs up to about 2000 rpm, clutch No. 1 (the yellow clutch in our illustration) engages and turns all of the yellow parts of the engine, including the complete clutch drum and the countershaft. The first, or yellow, gear at the countershaft moves too, and the three sets of freewheeling devices between first gear and the countershaft lock, spinning all the gears and driving the (green) countershaft. This in turn drives the countershaft sprocket and the drive chain, and power is transmitted to the rear wheel. Because all the gears on the countershaft are spinning because of the locking of the freewheeling devices, they are also driving clutches Nos. 2, 3 and 4; but at different speeds, since the gearing between the main and counter shafts is different. The Automatic is now in first gear.

As engine speed increases with the continued application of throttle, the rpm of clutches Nos. 2, 3 and 4 increases too, and when they reach a sufficiently high rate of rpm, clutch No. 2 (blue) will engage the drum. This is calculated to occur when the engine is peaked out in first gear.

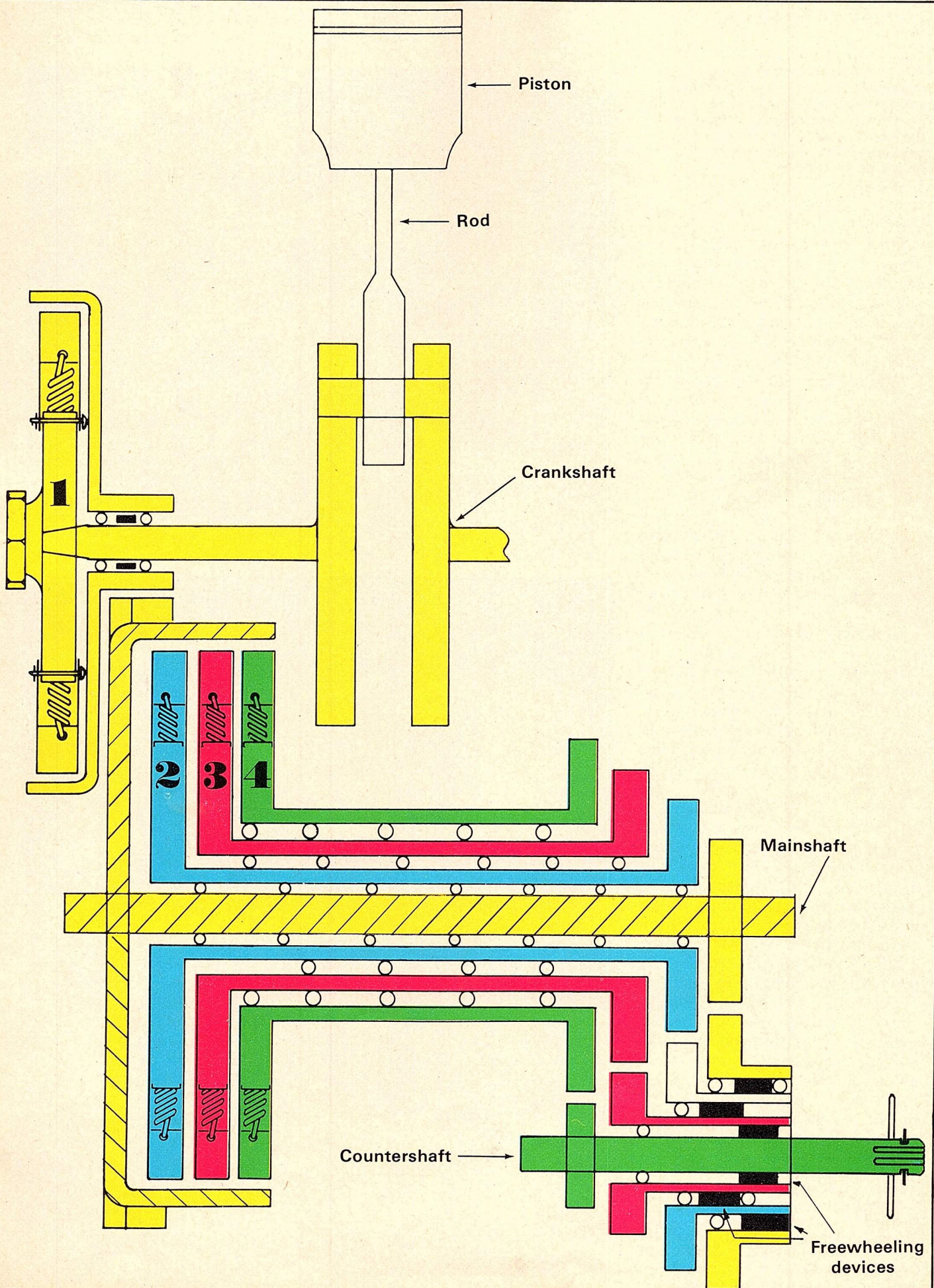
All of the yellow parts are still turning with the engine, but since the gear ratio between the mainshaft and the countershaft is taller for the blue gears than for the yellow, the blue drive will now take over and drive the countershaft through the locked freewheels at its own speed. The yellow shaft can continue its slower pace without interfering, because the blue drive is turning faster and the freewheels between the yellow and blue drive gears are unlocked, allowing the yellow to spin freely without affecting the actual drive speed. The red and green shafts and clutches are now being driven by the blue shaft, while the yellow is simply coasting. The Automatic is now in second gear.

As speed further increases and engine revolutions build, the No. 3 clutch (red) will engage in its turn and begin to drive the countershaft

through its own, taller, ratio. The freewheels between the red and the green shaft are locked, while the freewheels between red and blue and between blue and yellow are unlocked, allowing those shafts and clutches to spin, or coast. The Automatic is now in third gear.

Should the rider ease off the throttle at this point, allowing rpm to fall, the transmission (with the exception of the No. 4, or green, clutch) will slow down and eventually stop turning. As it slows, the clutches will retract due to the lack of centrifugal force and the engine will idle, eventually slowing all of the yellow, blue and red parts to a halt as the transmission automatically downshifts through the gears. The only things turning at this point (except the crankshaft) are the green shaft and clutch. If throttle is reapplied at this point, the transmission reacts as though the engine were beginning from a dead start, though the bike is, in fact, coasting. First, the No. 1 (yellow) clutch will re-engage, then the Nos. 2 (blue) and 3 (red) — if the bike is still making fast enough headway to need third gear. If not, only the clutch driving the gear necessary for the amount of speed involved will engage. In other words, the transmission will keep upshifting automatically until it finds the proper gear for the current rate of speed of the motorcycle. This entire upshifting procedure takes place within fractions of a second, and can not be felt by the rider.

The shift from third to fourth gear happens in the same way as do the others, but since there are no freewheeling devices between fourth gear (green) and the countershaft (also green), the rider will experience usable engine braking in that gear should he let off the throttle. But as soon as engine speed decreases enough so that the transmission downshifts to third, the freewheels between the other gears will begin working again and engine braking will cease.



This is it. All the parts and all the tools necessary. Since we didn't have the special clutch puller handy, we modified a Husky crankcase tool to do the job. All shafts run within needle bearings. Can you pick out the right-side footpeg?

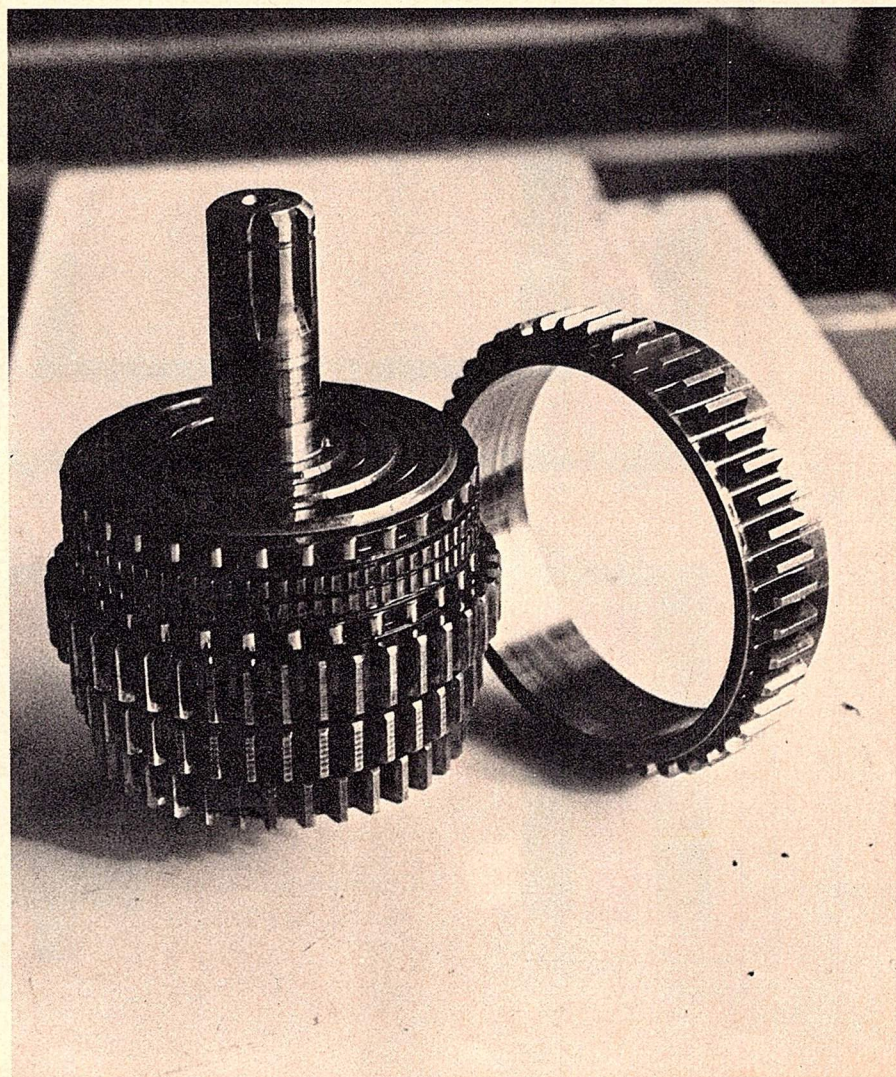
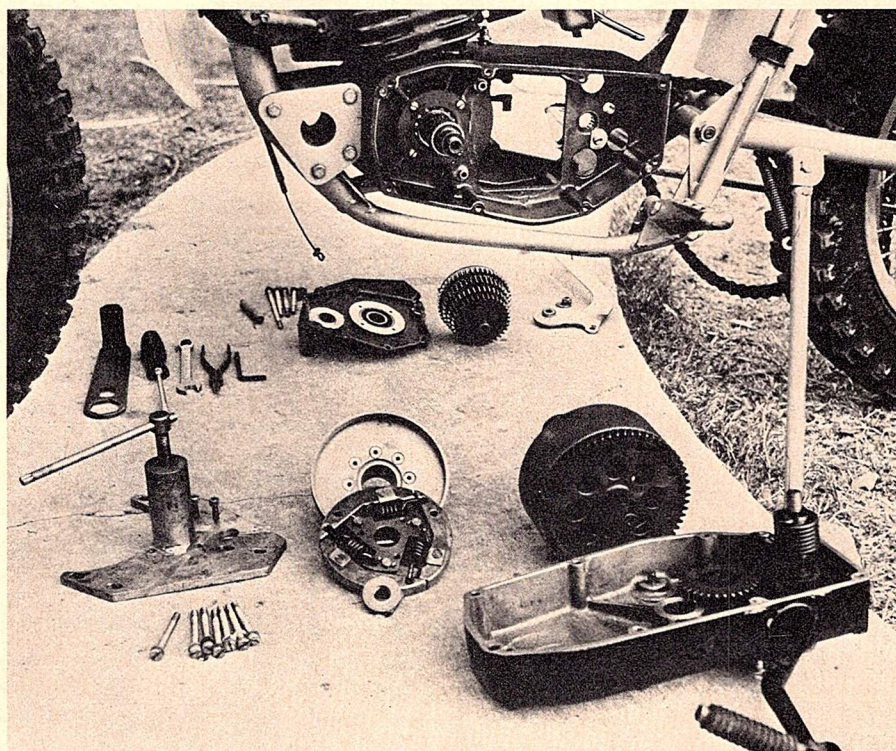
clutch drum down to ease engagement.

Once in gear, the selector lever doesn't need to be moved again until the next time you want to start the engine. Idling can be accomplished simply by not twisting the throttle. To stop, leave the throttle alone. To start, just gas it and go. Simple.

One of the great blessings of the Auto is that should you fall while riding, the bike will simply lie there and idle (except for those very occasional times when the engine stalls), waiting for you to pick it up and go again. So long as you don't accidentally twist the throttle while picking it up, you can just get back on and continue your ride as though nothing's happened. This can save a rider considerable time and energy during an event.

Break-in running is very important on any Husky. If the engine is run very, very gently for its first hour or two and the revs kept low, engine lifetime will increase dramatically. After this has been done, the rider can first begin to extend the motorcycle and find out exactly what it's all about.

Because of the twin demands of easy starting and consistent idling, we feel that Husqvarna was wise to stick with a Bing carburetor for the Automatic. True, it does take some knowledge to tune a Bing successfully, but there are no mysterious tricks involved. One problem is that it takes about ten minutes of riding before the engine heats up enough to dispel the initial feeling of richness, allowing carburetion to become stable. It is for this condition that mental adjustments have to be made. A tuner who didn't know this would lean the mix out too much, and then, when it heated up, the bike would run too lean. So it's



This is the countershaft with the first gear removed. The two rows in the middle, between the two roller bearings, are the freewheeling device. When the gear is slipped over it, it makes it possible for the gear to turn in one direction only. Second and third gears are installed the same way.



important to warm up a Bing-carbureted bike thoroughly before making carburetion adjustments.

Any corrections in the mid-range which are needed can be made by changing needle jets. The needle itself, though easy enough to change, has three positions, but should always be left in the middle one so that the degree of taper will give the right mixture ratios for the whole mid-range. Changing the needle position will offset the air/fuel ratio in either the lower or higher mid-range. We feel that the adjusting possibilities of the Bing are entirely adequate, and that there is no need to go to another type of carburetor. If it works well enough for Lackey, Mikkola, Burleson, *et. al.*, it should work well enough for you — when adjusted properly. It is also, without doubt, the simplest carb to work on.

Since the Automatic does all of its own shifting, it allows the rider to concentrate on path and style. Shifting is precise, smooth and quiet, and straight line acceleration seems almost docile until you realize how fast you are suddenly going. We believe that with certain modifications this bike could be a competitive motocrosser or TT bike, but the present model is obviously a cross-country and enduro machine. Because of the extra muffling, power is a little down from that of the CR. Still, the Automatic's top speed is in the middle 70s.

First gear is quite tall, and the bike is capable of 20 mph at 4000 rpm in this gear. We thought this a bit too much, so we geared down by going from a 12 to an 11-tooth countersprocket. This proved an advantage, especially in tighter woods work, and still gave the bike a top end of well over 60 mph — enough for most of us. Those who might want to gear down still further should consider going to a 58-tooth rear sprocket, rather than using the ten-tooth countersprocket available for the Husky 125, since that front/rear ratio would be hard on the chain.

The centrifugal clutch which engages first gear has to do some

Like its standard shift cousins, the Automatic doesn't drown out easily. Ours never missed a beat despite repeated dousings.

slipping before you gather momentum in first, especially during difficult starts on uphill or in mud or snow. The next three shifts, however, occur within fractions of a second, with a minimum of slippage. Therefore, the first gear clutch, located on the crankshaft, has to take a lot more abuse than do the others. Each clutch has three brass bobweights (which run in transmission oil), which are grooved to dissipate oil so that they can engage their drum smoothly and without slippage. When these grooves become worn, they can be regrooved with a hacksaw. After all the hard hours our test bike had on it, the first clutch was overdue for regrooving, though the bike still ran well enough. The other clutches, however, seemed as good as new.

The oil used in the transmission is a special kind of fluid with extremely high viscosity under a wide temperature range, so that shift points will not be altered as the engine heats up. It will be available through Husqvarna dealers. While no actual damage would be experienced through the use of regular oil, shifting is more precise and stable if the Husky lube is used.

With the use of only four gears and the baffled pipe restricting the power somewhat, the Automatic's long GP wheelbase can really be felt. The front end is a bit heavy, and there's not always enough power to lift the front wheel over logs, ditches, etc. The excellent suspension works to neutralize this problem to some extent, but it's still there.

Going down a steep hill with the engine freewheeling is an experience. Since there is no engine braking, except in fourth gear (see illustration and explanation), you have to depend solely on the brakes. At least they're good units, the front having a strong feel, and the rear being not at all grabby.

You shouldn't take our earlier comments about low power too seriously. In comparison, say, to the 360CR, the Automatic is perhaps a tad slow. But it will be more than sufficient for anyone but top experts, with the additional advantage that with the engine doing the shifting, it's impossible to become bogged down. Apart from braking technique, the Automatic is ridden just like any other bike, except that everything is so much easier and smoother when you're into the rough

stuff. With no shifting or powerband worries, the rider can concentrate on finding the best path to the finish line.

Since the chassis of the Automatic is identical to those of other competition Huskys, you can expect its handling to be the same. The bike is an extremely stable unit, which needs to have the fork tubes pulled



up 25mm through the fork crowns in order to turn well under tight conditions. The fork seals are of a new rubber compound which doesn't leak. The rest of the fork assembly is identical to those of the GP bikes, with 185mm of travel.

The rear suspension is the proven GP version with laid-down gas Girling shocks. It is unquestionably one of the finest suspensions available today. It is a suspension which has proven itself where it counts — on the track and in pounding cross-country competition runs. The results speak for themselves.

Husqvarna bars seemed to suit most of our test riders, as did the seat. The pegs could use a little more serration, but they work well enough. The rims are the new, reinforced shoulderless Akronts.

Two small problems. In tight woods riding there's a good possibility you'll burn your left thigh on the top rear end of the exhaust pipe. As long as your foot's on the peg, everything's fine, but when you start using your leg for support in turns or to move the bike forward, you quickly get this nasty hot feeling in your leathers. The second problem is the front brake. Initially fine, it became increasingly grabby as the test went on, to the point that we didn't really want to use it. Husky

HUSQVARNA 360 AUTOMATIC

Price:

(retail, approx.) — \$2495

Engine Type:

Two-stroke single, reed valve

Displacement 354cc

Bore and Stroke 82mm x 67mm

Compression Ratio 10.8:1

Carburetion 36mm Bing

HPat RPM 30.6 at 7500

Clutch Light alloy, 5-disc

Primary Drive Gear, 2.42:1

Overall Transmission Ratios:

1) 16.0:1

2) 11.9:1

3) 9.5:1

4) 7.9:1

Final Drive:

12-tooth countershaft

53-tooth rear sprocket

Air Filtration Twin Air foam

Electrical System:

Motoplat CDI, pointless

Lubrication Pre-mix, 25:1

Recommended Fuel Premium

Recommended Oil N/A

Fuel Capacity: 11.5 liters (3.0 gallons)

Frame: Single downtube, chrome moly

Suspension:

Front:

Husqvarna forks,
18.4cm travel (7.4 inches)

Rear:

Swingarm with Girling gas shocks,
19.1cm travel (7.5 inches); measured
at the rear axle

Wheels and Spokes:

Shoulderless Akront rims, stainless
spokes

Tires:

Barum, 3.00 x 21

Barum, 4.75 x 18

Dimensions:

Wheelbase 143.5cm (56.5 inches)

Swingarm length 42.8cm (19.0 inches)

Ground clearance 25.5cm (10.0 inches)

Bars, width 89.0cm (35.0 inches)

Bars, height 113.0cm (44.5 inches)

Pegs, width 46.0cm (18.2 inches)

Pegs, height 33.0cm (13.0 inches)

Seat height 88.0cm (34.6 inches)

Fork angle 30.5 degrees

Weight:

106 kg (234 pounds) actual with no
gas; 45 percent on front wheel,
55 percent on rear wheel

Brakes:

Front Cable-operated, 140mm

Rear Rod-operated, 160mm

Instruments None

Lights None

Silencer:

Built-in muffler with Skyway
appr. spark arrestor

Warranty:

None, but Husky replaces obvious
defects

Parts Prices:

Piston assembly complete — \$39.77

Rings (one) \$4.88

Clutch cable DNA

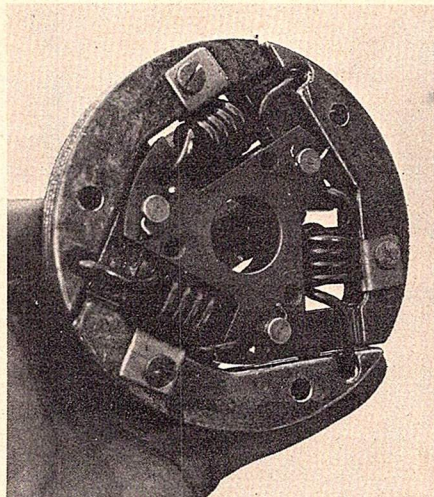
Cylinder \$149.99

Shift lever DNA

Brake pedal \$8.76

Brake lever (complete) \$13.28

has chosen to use its full-width hub for the Automatic, because it gives the possibility of hooking up a speedometer. We attempted to clean the brake shoes up, but oil and dirt had become imbedded in the lining and replacement was the only solution. Apparently, the full-width hub seals less well than the smaller GP item.



The centrifugal clutch on the crankshaft is almost identical to the three that are positioned on the concentric shafts over the mainshaft.

WHAT WE THINK AND WHY THAT IS

The Husqvarna 360 Automatic is a very impressive motorcycle, especially when you consider that it is a first rendering of a totally new motorcycle concept. At \$2500 it is easily the most expensive dirt bike we know of, but it offers the rider a whole series of features he'll find nowhere else. After the first ride, the Automatic can leave you with an undecided feeling, but as time goes on and you learn to use the bike's full potential, enthusiasm grows. It offers the experienced rider the plus of being able to totally concentrate on difficult terrain, leaving problems of correct power application to the transmission. And under conditions of low traction, the Automatic wins hands down over standard transmission motorcycles, as the transmission negates wheelspin and pulls traction under almost any conditions. It's those slippery uphill, mud trails and long ankle-grabbing ruts where you'll first begin to love the 360 Automatic.

We feel that the Husqvarna 360 Automatic is a triumph of progressive engineering, a motorcycle at least two years ahead of its time. Probably that's worth \$2500.



HI-POINT BOOTS



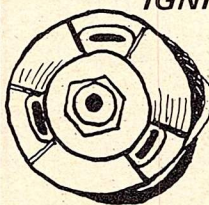
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The finest line of competition oils & lubes made for the sportcycle market...from Deluxe 2 Stroke to Silicone Fork Fluid...Used by the U.S. Trophy Team.



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Give your M-X machine its full power with Motoplat internal racing ignitions. For most popular M-X bikes. Full line of Solid State Flywheel Motoplats also.

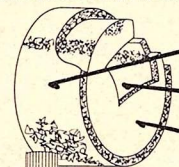
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The competition filter that won every G.P. for the last 3 years!!!! Used by all the factory G.P. Teams. Insist on Genuine Twin Air Filters and Oil.



Sun Alloy Rims

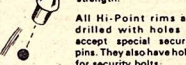
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Suspension is still the key, confidence comes next.

OSSA PHANTOM REVISITED

by Russ Darnell

Few motorcycles can be considered "out of the crate" racers. You almost always need to make changes to a machine to make it competitive. Still, the European manufacturers have, for a long time now, been building bikes that are the nearest to being race-ready. In 1969, Husqvarna built their first 400s, and Bengt Aberg took the 500cc World Championship in 1969 and 1970 riding virtual production machines. Since then, the Japanese have entered the motocross market, and the entire industry has gradually moved toward building efficient production racers.

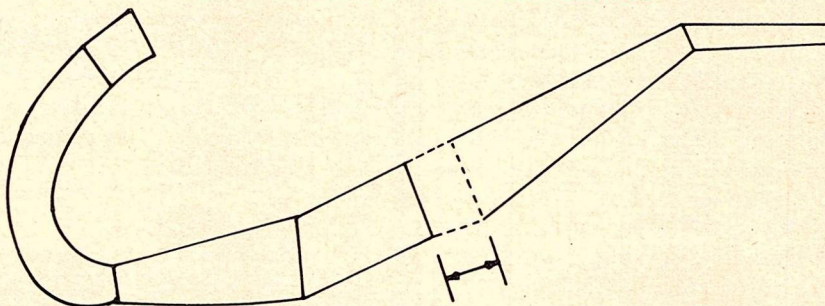
In the highly competitive 250cc class there are about four or five really good production bikes. The RM250 Suzuki is probably the best effort from Japan, while the new Ossa Phantom GP is one of the best from Europe. The Ossa, like several other 1976 models, is capable of winning right out of the box. But who leaves any machine stock? I've made many small changes on my Phantoms to personalize them.

After breaking the bike in for about a tankful of mix, I did several things immediately. First I threw away the trash stock muffler. It's heavy, ugly and totally offensive to the ears. I replaced it with a Casler weld-on type from Malcolm Smith. A Skyway or other weld-on item will work just as well. The stock foam over paper air filter was replaced by a J&T Racing Stage Two double foam job.

After those two changes were made, the detail work began. The stock fenders are beautiful, but junk. If you don't fall they'll be OK, but if you're like the rest of us humans, install Pettys after the first tumble (or before). The factory says that all future Phantoms will be equipped with plastic, instead of fiberglass, after June. The inside of the air box should be taped where it joins the rear fender. This will make the GP a virtual submarine, and keep dust out on dry days. Leave the top of the box open. If you tape too much of the upper part of the box, you will

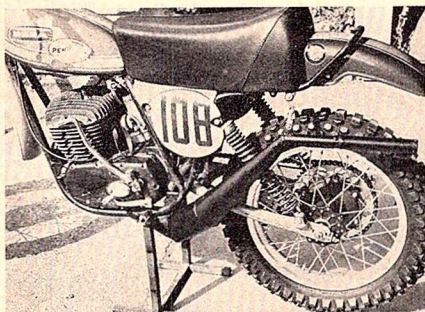


OSSA PHANTOM GP PIPE MODIFICATION



Add 50mm to cone #2. Same diameter.

***Note — The stock GP pipe or the modified GP pipe will increase power on the 1974 and 1975 Phantoms also.**



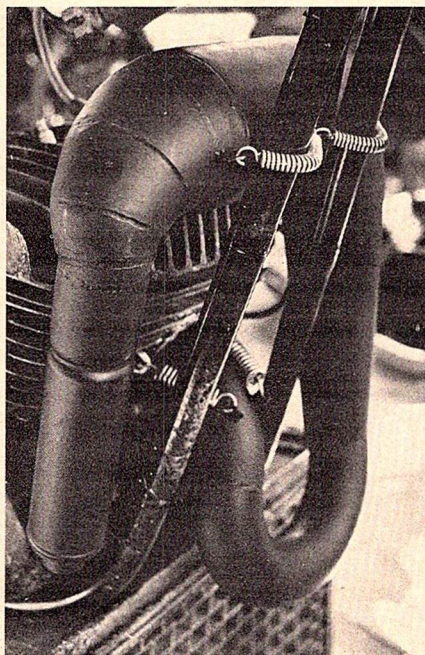
Darnell's bike, with modified pipe, suspension, etc. It goes.

restrict the airflow.

The standard Betor gas shocks work surprisingly well, and should be adequate for junior riders, and some advanced riders as well. Shocks are really a personal matter. I prefer Curnutts myself, and the newest models from Curnutt work extremely well on the Ossa. You gain another inch of travel also, for a total of nearly nine inches of axle movement.

The stock eight-inch travel Betor forks need some tuning for the individual rider. A five-weight oil is a good place to start. If you weigh 175 pounds or more, add a half inch to one inch of spacer to the top of the fork spring to increase preload. If you have to add more than three inches of preload, go to a heavier spring rate, and try to get a spring with a progressive wind.

The Betors will also work well as a gas fork. Make sure you install fork



As an alternative, Roger Sanderson of The Pipeworks makes this up and over short pipe. Address is 2204 Gladwick St., Dominguez Hills, California 90220. You're welcome.

protectors before you race, because the Betor sliders are very thin-walled, and a rock ding can cause them to bind.

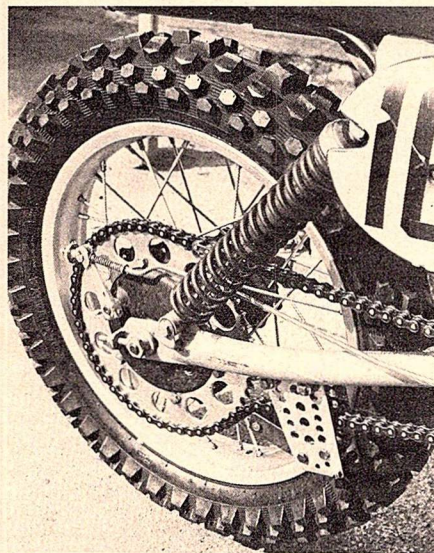
Because of the long travel, a chain tensioner is almost mandatory. Use your favorite chain after the stock Joresa stretches too far. Take a look at the new Denselube SuperChain by Jacwal Corp. It works really well for me, and you never have to lube



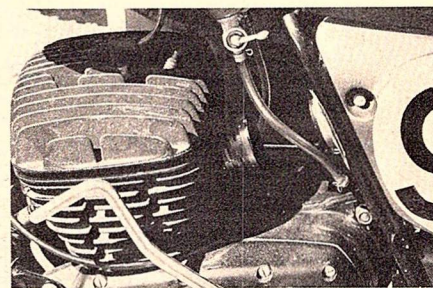
New plastic fenders due soon from Ossa bend easily. . .



. . . but they've got a long memory. George ponders the new shape of things to come.



Curnutt shocks and a special chain tensioner were two critical mods on Darnell's bike.



Gunnar tried this special carb mod on our bike. Response was amazingly steady and predictable, but power was down somewhat.

it, which makes it especially good under wet conditions.

The engine is very fast in standard form, but will benefit from a polishing and matching job on the ports. Don't do anything radical — just clean up the sharp edges and make sure the base gasket matches the crankcase. To gain an appreciable increase in power without making the bike pipey, you can add 50mm to the next-to-last section of the GP pipe (see diagram). If you perform this mod, make sure you recheck the plug reading for a possible jet change.

Speaking of jets, here is the jetting I use now: standard slide, standard needle all the way down. Needle jet #180-183. Main jet 165-175. Pilot jet #35. Floats parallel with bottom edge of carb body. The Amal twist grip can be tiresome to the wrist. To make the slide action softer, cut three-quarters to one inch out of the carb spring length, then stretch the spring out to its original length.

After three rides make sure you pull the clutch cover off to adjust the clutch plates. Tighten all spring adjusters one full turn, then adjust the outer plate so it's running true. Change the clutch oil at the same time.

I've switched from the stock Akronts to Sun rims with eight-gauge spokes. The stock tires (Pirelli) are fine on soft, high-traction surfaces, but very poor on hard tracks. I use Yokohama 900s or Fullbores on the front, and either a Yokohama 903 (hard track), or Yokohama 901 (soft track) on the rear.

As I said before, the Phantom is one of that select group of out-of-the-box racers, but, like all the others, you have to make certain adjustments and modifications to personalize it for your own needs and the demands of intense competition.

Do it!

SECOND SEMI-ANNUAL DONNER EXPEDITION MEMORIAL TRAIL RIDE

Be warned! What follows is not pretty. It's a tale of privation and suffering, of man matching his indomitable spirit versus the harsh elements. Read this story, fraught with tragedy, filled with fear, danger, exorbitant expenditures, cannibalism and hinted necrophilia. SURVIVAL BIKE Magazine presents, exclusively, the world's first text; the diary of an ill-fated expeditioner, found clutched in his near lifeless fist, in the publisher's office. Read on, if you dare, simply because it's there. Er, here.

THE FIRST DAY

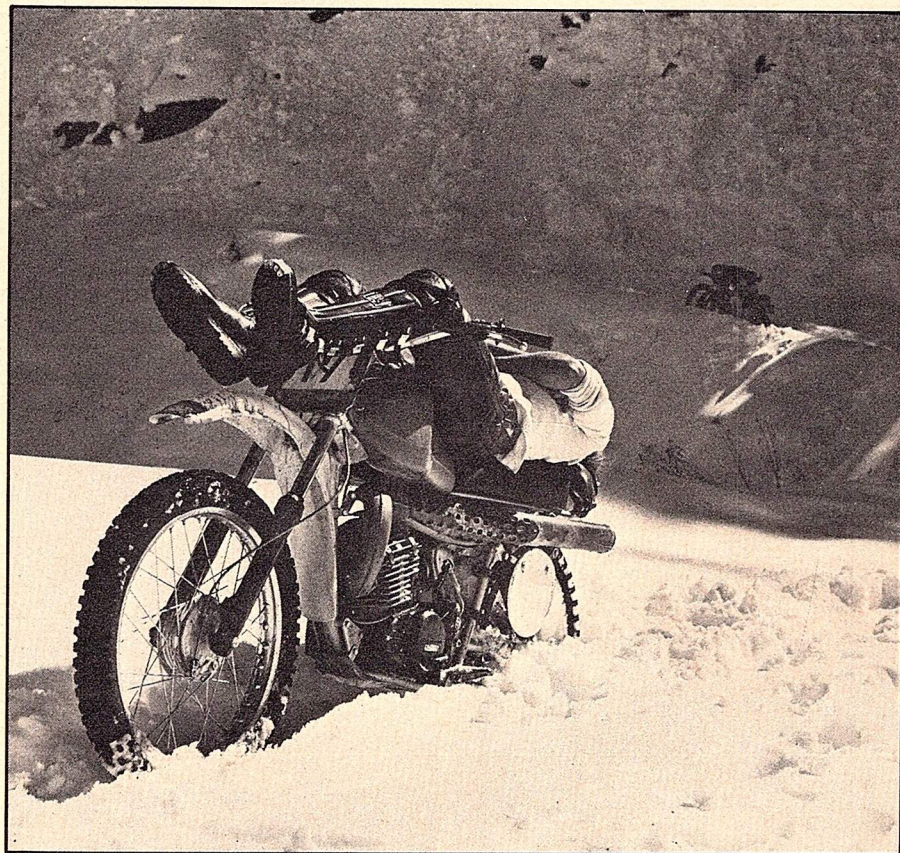
Wow! George was on time. That's a good sign. We have the Auto Husky, the Ossa MAR and the IT Yamaha all loaded. O.T. Fattie will meet us at Gorman with the XL. A light snow is falling. It's gonna be a beautiful day.

10:45 a.m. On the trail. Sure is fun riding during a light snowfall.

12:45 p.m. Something's wrong with the Husky. Maybe it's just flooded. Sure wish we had a plug wrench that fit. It's still snowing. Guess we'll just have to tow it with the XL.

2:45 p.m. Now we know how Cary Grant and Frank Sinatra felt pulling that stupid cannon across Spain. At least they had Sophia along. All we have is Zeal. O. T. Fattie speaks. "It sure would be nice if this Husky would fire up." Kapow, pappapapap pow. The Husky fired up. From this time forward all will listen with reverence whenever Mr. Fattie speaks. It's still snowing. Drat.

3:00 p.m. Ughhhh, grunt, ummph, shove, ugh, puuuuush. Wet gloves on hot exhaust pipes. Momentary warmth.



Zeal models Chet's new boots while accomplishing about as much as anybody else did.

3:30 p.m. Aarrgh, grunt. O. T. speaks again. "It's just a little farther and we can coast downhill, fellows. Believe me." Then a whispered aside, not meant for our ears and yet overheard. "Sure hope we don't miss the turnoff. They won't find us 'til spring." The snow is compounding George's basic problem of not being able to ride any trailbike except Malcolm's Husky. Crash. Ohhhhhh. Thwuuunk. Oooooooo, my old foot-ball injury, I can't walk.

3:45 p.m. Only the Ossa tracks straight ahead through the drifting

snow while the enduros slide and spin out across the width of the jeep trail, fighting for traction, crashing regularly.

4:00 p.m. Popopop... silence. Deadly silence. The IT is out of gas. Double up. Four on three bikes. And the snow keeps falling.

4:15 p.m. The Ossa expires. Its 1.3-gallon tank has outlasted the 3.2

Cold tales and true from the legendary present, and please be on the lookout for Ossa Plonker #M242452

Yamaha. But now it's done. Double up again. Just the Husky and the Honda now.

4:25 p.m. The Husky gives up the ghost. Check the Honda. Hardly any fuel visible. Maybe it'll make another mile. It's getting darker all the time. O. T. takes the walking wounded — George. "We'll press on till it runs out of gas and then I'll carry George on my back." Noble man, that O. T. Zeal and I are left to walk our way out. Just another four miles down the trail to the creek crossing. Then it's six miles of pavement and another six miles of dirt road back to the trucks. And the snow keeps falling.



George bronzed in the Giant Slalom, silvered the Slalom and DNFed the Downhill. Later he was disqualified when his blood test revealed traces of helium.

at the motel and go back in the morning and see if we can get the bikes out. Lobster and champagne, anyone?"

THE SECOND DAY

9:30 a.m. "Sure a good thing that four-wheeler broke-in the road. Oop, no more four-wheeler tracks. We're less than a mile in. There's no way we can get back there. But at least nobody else can either. Look at those drifts."

THE THIRD DAY, SOME FOUR DAYS LATER

9:30 a.m. Our rescue party notes the addition of a fifth member.



Are they surrendering or just calling for a truce? In case you're wondering, Gunnar's been on a Toulouse-Lautrec kick lately.

"We'll walk our way out of here, even if it takes all night. Keep moving, don't drink the snow."

6:00 p.m. Tramp, crunch, slush, slip, crunch.

7:00 p.m. Tramp, crunch, slush. "They must have run out of gas by now. We must have missed the bike in the darkness. Here Zeal, share some of my Carnation Instant Granola Breakfast Bar with Raisins. It'll keep you warm. And tender." One must always consider survival of the fittest. And the strongest. At the expense of the tenderest,

naturally.

8:00 p.m. "Are those lights?"

"No, it's just the moon. Maybe the Aurora Borealis. It could be a flying saucer landing to take us to Venus. On the half shell."

"No, it's the van. We're saved."

8:05 p.m. "Will someone pull my gloves off, I can't. My fingers don't seem to be working. Fig Newtons and beef jerky. Wonderful."

"How did you see in this stuff. The whole road is drifted over."

"Oh, we didn't see."

"That Honda made it all the way back to the truck. Dependability, I tell you guys."

8:40 p.m. "We'll stay over tonight



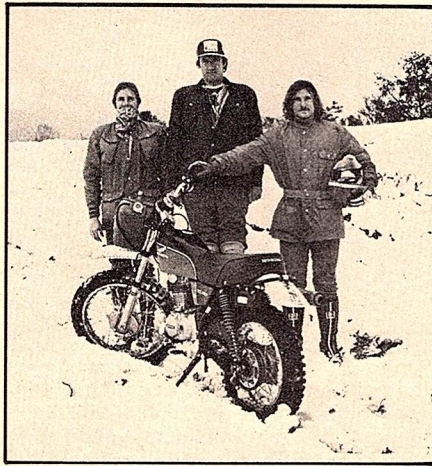
Native polar sherpa. He kept babbling something about being cut off from Ronald Colman and this wonderful valley where everybody stayed young and had factory rides. . .

What outrageous lies brought him here? "But I tell you, the gold is there. I saw it myself." We drive to the creek crossing. Twelve miles in one hour. Not bad, really. Now it's only about four miles up the jeep trail to the first bike. Three bikes, two gas cans, and five bodies. Riding double with 15 pounds of gas bungeed up front sure is neat in deep snow and muddy ruts. Passengers decide to walk to avoid breaking a foot on the rutted sidewalls of the trail. Passengers generally wind up

ahead of bike riders and breathing a lot less heavily. Oh, the joy.

And then, off in the distance we hear something. It's faint, but we hear it. "On King, on you huskies." No, it couldn't be. That was over 20 years ago. But... maybe. Look, isn't that a red coat? And that distant cry again. "On King, on you huskies." Look! It is him. Sergeant Preston. Of the Northwest Mounted Police. And Yukon King, smartest dog in the movies. Horse in the West? Gabby Hayes? Where are you headed, Sergeant?"

"God save the Queen. On King, on you huskies. We've had reports



Old Faithful and three believers.



Would you buy a used T-shirt from this man? Zeal agitated two polar bears, one walrus and started an avalanche.

that Sasquatch has been terrorizing the villagers. King and I are here to investigate."

"But there's only one of you."

"Two of us. Don't overlook Yukon King."

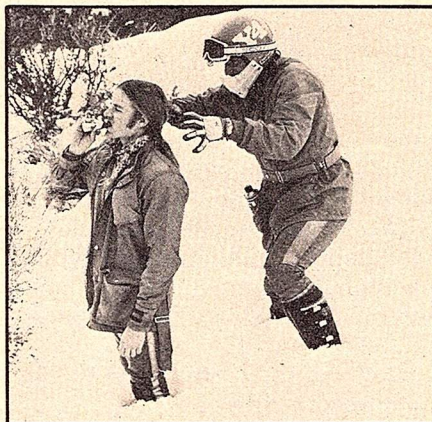
"Oh, yeah. But there's only two of you."

"We have him outnumbered. There's only one of him."

"Makes sense, Sergeant. Good luck."

"Hi yo, King, away."

1:00 p.m. We've found the Husky. Switch plugs. It fires up. We leave it and press onward and upward,



Darwin summed it up best. Survival of the fittest. Those worried about survival kept feeding Zeal candy bars and raisins so he'd be tender in case they had to eat him.

noting the four-wheeler tracks.

2:00 p.m. Can't ride any farther. We press on. The snow keeps getting deeper. It's halfway up to our knees. It's up to our knees. It's over our knees. Basic procedure. Walk one hundred yards. Stop and hyperventilate for five minutes. Walk another hundred yards.

2:30 p.m. Crawling now, we have to keep moving. What's that? It's just up around the bend. Listen.

"Tall without, calm within, you ain't seen nothin' like the mighty Quinn."

It's Quinn the Eskimo. Or maybe a large tree stump. Got to hang on. More candy. Our blood sugar must be low.

3:00 p.m. Less than a mile from the top, but that could take another two hours. Time to turn around. It's getting dark. After all, tomorrow is another day.

George is digging furiously in a snow bank. He's found something. Something that appears to be the frozen remains of The Cockroach that Ate Cincinnati. Must have died of indigestion. If we only had some matches we could thaw it out and force it to give us a ride back to the trucks.

THE FOURTH DAY, TWO DAYS LATER

The hill is up there, calling to us, but this time we're ready for it. They're never going to believe this expense account: two pairs of snowshoes, army shovels, tow lines, rapeling lines, tear-away jerseys, Fig Newtons, Dynamints and a trained baby elephant named Hannibal. We're ready.

We're not coming back without 'em.

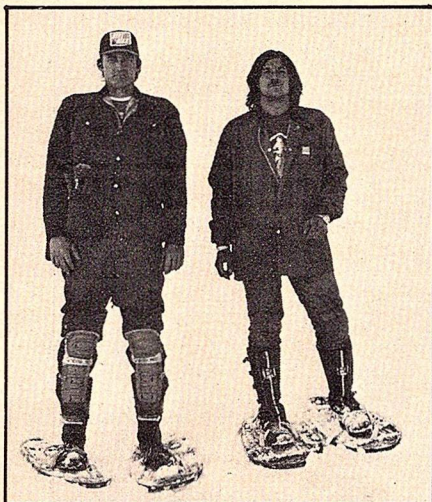
7:30 a.m. Sergeant Preston meets us at the head of the trail. He hasn't found Bigfoot yet, but he has had reports that the Abominable Snowman has been seen in the vicinity without a green sticker — a serious violation. Yukon King, meanwhile, is chewing on something half-buried in the snow. It resembles a large carrot. We investigate. It isn't a large carrot, just James Arness. Say hello to Kitty for us, Marshal.

9:30 a.m. Ah, the joys of riding passenger on the back of an Auto Husky with 15 pounds of gas strapped on the front, with a Baja winner gassing through or over the ruts and rocks like they weren't even there. Do you close your eyes and

just hang on, or try peeking over his shoulder to see where you're going? Remember, acceleration is the bike rider's best friend. Remember, you can't crash if you can see where you're going. Remember the Titanic.

12:00 noon. George and Gunnar take off on snowshoes for the top of the hill and the Yamaha. We can't find the Ossa. Four-wheeler tracks evident. Thievery? The baddies passed up the Auto Husky and took the Ossa. (Number M242452.) Maybe that will make Ossa feel better when we tell them their bike is gone. Maybe.

12:45 p.m. George and Gunnar



Pssst, George. Do you think if we run this photo of the snowshoes they'll believe our expense account? We better tell Albar not to crop out the snowshoes.

find the Yamaha. Only the front fender and handlebars are visible. They carefully scrape away the giant snow leeches, and try to move the bike.

1:00 p.m. Shove, grunt, push. In 30 minutes George and Gunnar manage to move the IT some 30 feet down the side of a hill. After 15 kicks it starts.

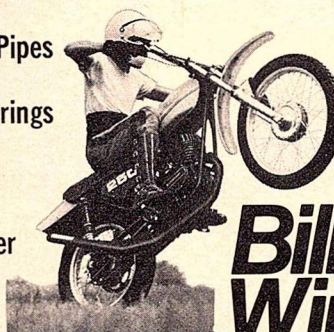
3:00 p.m. We wake up Zeal who has been sleeping on the Husky, oblivious of the polar bear not more than 30 feet away. The bear is too nervous to attack, though. In addition to being a first-rate professional marital agitator, Zeal is also an excellent polar bear pacifier. Such talent.

5:00 p.m. It's over now, except for the truck ride home. What kind of a day was it? A day touched with tragedy, yet lined with hope. A day like all days, and you were there. . . Flexible Flyer. . . Rosebud. . . Ahhhhhh!

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☐ Please enter me in your "R&R Free Giveaway." I am interested in your products and am enclosing one dollar for your catalog and sticker kit.

☐ I am interested in your products, but do not want a catalog right now. Please still enter me in your "R&R Free Giveaway" contest.

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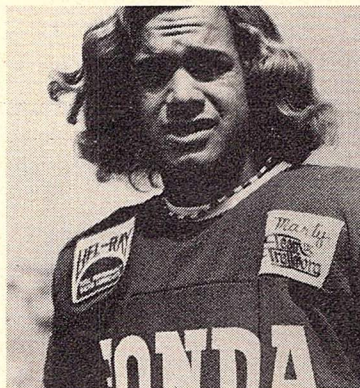
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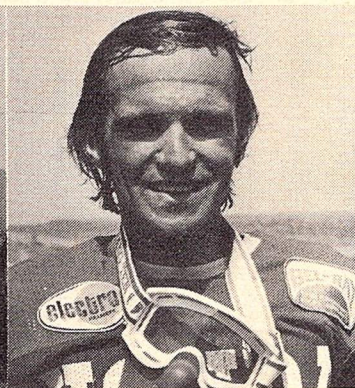
... the best riders, the best gear, and some of the most expensive and exotic motocross machinery ever built ... and they didn't stop there ... they needed lubricants that would not only deliver the ul-

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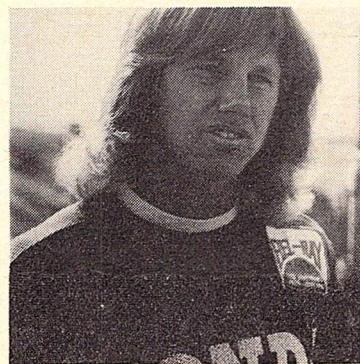
MARTY SMITH

"I've noticed better throttle response..."



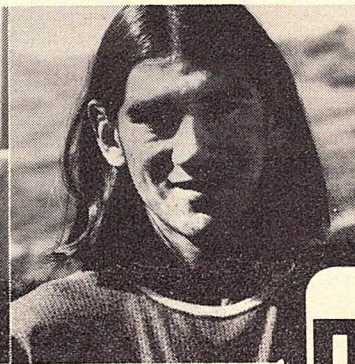
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BITS & PIECES

Continued from page 12

August 11-13. August 18-20. August 25-27. September 1-3. September 8-10. September 22-24. September 27-29. For more info write: Suzuki School of Motocross, U.S. Suzuki Motor Corp., P.O. Box 2107, Santa Fe Springs, California 90670; (213) 921-4461, extension 238.

* * *

Here's Gary Bailey's Motocross School Schedule for 1976: June 10-11, June 14-18, July 8-9, August 2-6, September 11. All sessions will be at Lake Sugar Tree Motocross Raceway at Axton, Virginia. The one- and two-day schools have an enrollment of 50 students; the one-week school's limit is 20 students. For more info write: Gary Bailey's Cycle Barn, Lake Sugar Tree Motocross Raceway, P.O. Box 118, Axton, Virginia 24054; (703) 650-3030.

* * *

Here's Russ Darnell's Motocross School schedule for this summer and fall. For more info the address is 14851 Genoa St., Sylmar, California 91342; (213) 367-1722.

June	14-18 — Five-day training camp, Saddleback Park, Orange, California.
June	21-25 — Five-day training camp, Indian Dunes, Valencia, California.
July	5-9 — Five-day training camp, Roaring Branch Motorsport, Roaring Branch, Pennsylvania. North of Williamsport on Hwy. 14. Camping, restaurant, movies at night (racing).
July	10&11 — Two-day school, Roaring Branch Motorsport.
July	13&14 — Two-day school, Honda Hills, near Columbus, Ohio. Camping, movies at night.
July	16&17 — Two-day school, Moto-Sport Park, Byron, Illinois. Camping, Movies at night.
July	19-23 — Five-day training camp, Sparland Motocross Park, Sparland, Illinois. North of Peoria on Hwy. 29. Camping, movies at night.
July	27&28 — Two-day school, Sprockets Motocross Track, near Wichita, Kansas.
July	31 & August 1 — Two-day school, Lake Whitney Cycle Park, Whitney, Texas.
August	5&6 — Two-day school, Valley Cycle Park, Simi, California.
August	9-13 — Five-day training camp, Anchorage, Alaska.
August	14&15 — Two-day school, Fairbanks, Alaska.
August	20&21 — Two-day school, Straddleline Cycle Park, McLeary, Washington.
August	23-27 — Five-day training camp, Motocross West, Port Angeles, Washington. Camping, movies.
September	2&3 — Two-day school, Saddleback Park, Irvine, California.
September	6-10 — Five-day training camp, Indian Dunes, Valencia, California.
September	18&19 — Two-day school, Sears Point Raceway, Sonoma, California.

Two-day schools — \$30 (Alaska \$45). Five-day European-style training camp — \$100 (Alaska \$115).

Continued on page 96

THE NEW "BarFly"™ ALUMINUM MOTOCROSS BAR



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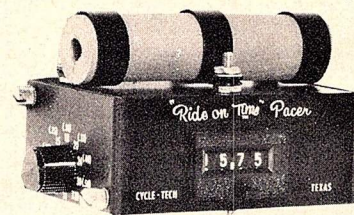
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WHAT IS A PRESTON PETTY?

It's not two guys, one named Preston and the other named Petty. It's just one dude with that name. A guy who really digs bikes and has most all of his life. He's 35 years old and started racing in 1955. He first started riding Whizzer Motor Bikes and whatever else he could lay his hands on.

He won his first race when he was 15, February 1957, which was the 125cc National Championship Scrambles held in Southern California.

He's a guy that owned a Honda 250 Twin, about eight months before Honda was established in the U.S., early 1959. He rode 1/2 Mile at Ascot, '59 through '61. He's ridden I.S.D.T., Baja, Motocross and a bit of Road Racing. He's been a computer programmer on automatic computer controlled manufacturing since 1962 and has been active in that field and has since worked for North American Aviation, IBM, University Computing, etc. This gave him broad experience in Numerical Control and computers.

He rode the early Suzuki motocross machines in 1967-68 when the Europeans and Edison Dye first introduced motocross racing to the U.S. He's raced most every kind of motorcycle. Owned Maico's since 1957 and still has a 501. He's raced Triumph, BSA, Norton, Ariels,

Maico, Suzuki, Husky, Penton and many others. He rode the first I.S.D.T. Qualifier on the West Coast (1970) and won it overall on a 125 DKW. He has ridden Baja almost every year since 1959. In 1969 he decided to try and combine what he knew about computer controlled manufacturing and design with the need for some better products in the dirt market.

Needless to say, he's very appreciative of the many people who have found some value in what he has built. This little bit of biography is to help emphasize that he is, primarily, a motorcycle enthusiast and, secondly, a manufacturer continuously trying to maximize the performance of his products (more important to him than maximizing profit).

Again, we would just like to say many thanks to those of you who have helped accomplish this objective and hope that we can continue in the future to produce better products to make riding more enjoyable.

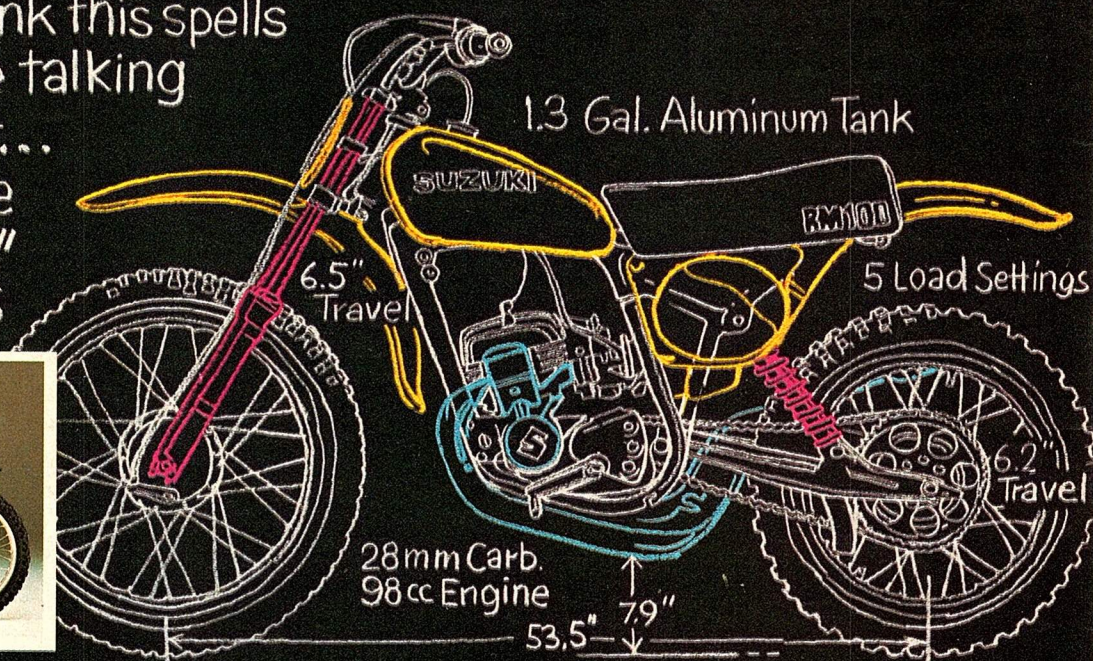
Have fun riding and Good Luck.



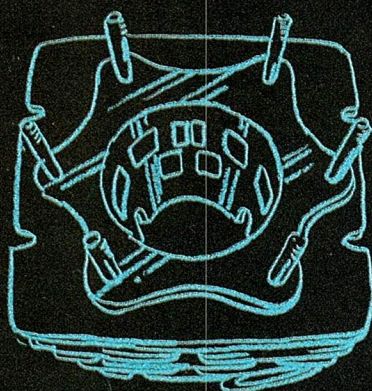
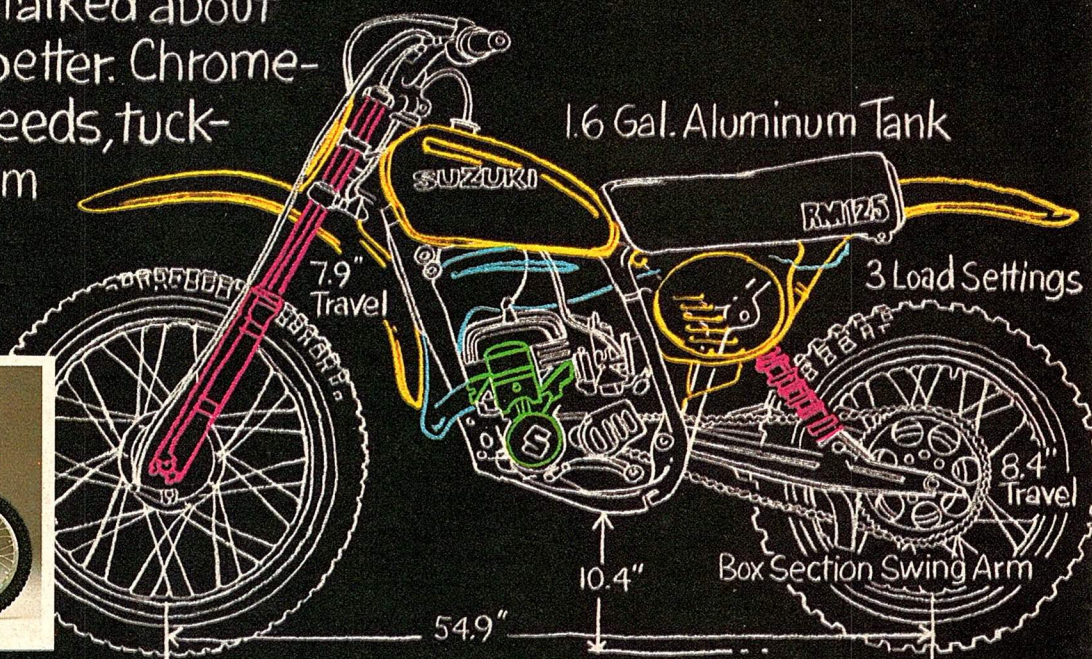
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"THE SUZUKI RM's CONSTITUTE THE FINEST TOTAL LINE OF RACING

RM 100 "If you think this spells 'fast' when you're talking 100cc, you're right... a racing machine pure and simple." *CYCLE WORLD*, Apr. '76



RM125 The most talked about 125 is now even better. Chrome-Moly frame, 6 speeds, tuck-thru exhaust, 32mm carb, new front forks.



6 big Transfer Ports and Hi-Performance 28mm carb. on the 100 help give it extra snap and extra grunt.



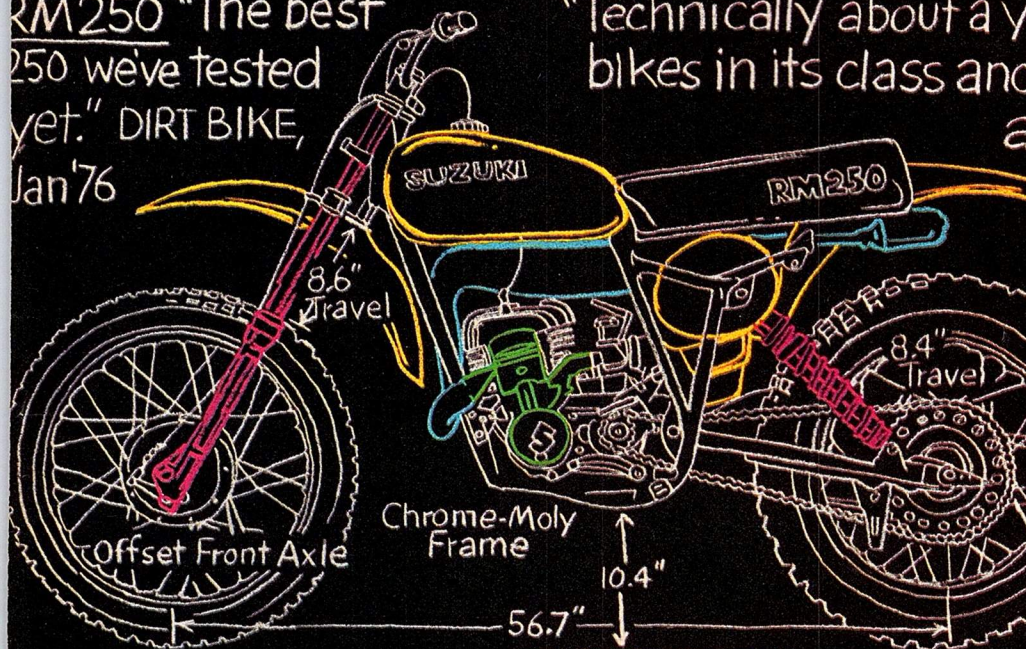
Power-Reed™ Valve Engine on the 125, 250, 370-open port to cylinder-reed to crankcase-insures maximum power at all RPMs.

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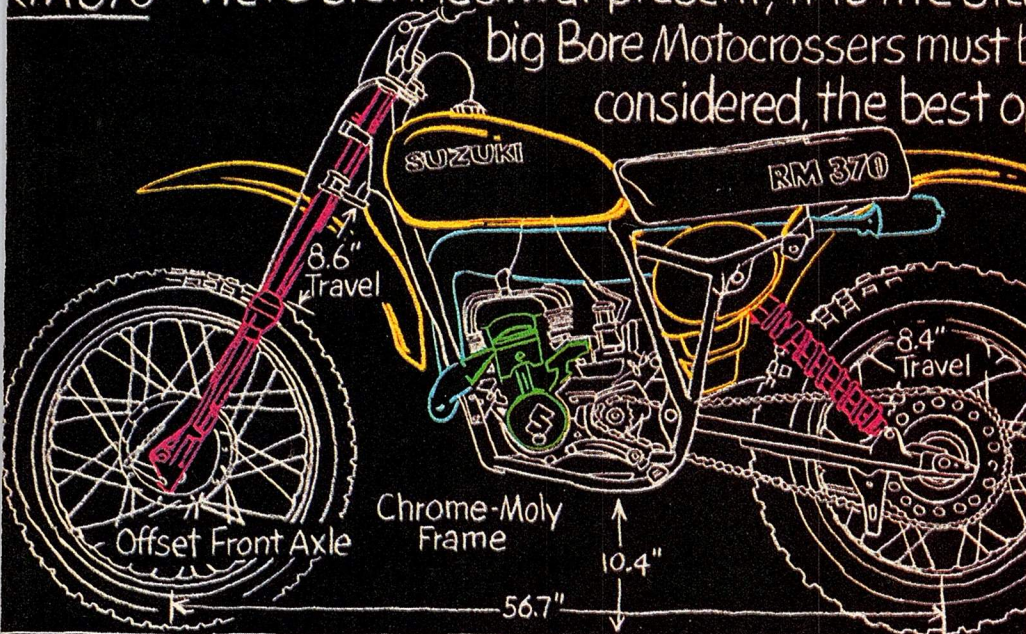
MOTOCROSS ACTION, FEB, 1976

RM250 "The best
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yet." DIRT BIKE,
Jan '76

"Technically about a year ahead of the other
bikes in its class and a second or two
ahead on each lap
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CYCLE Dec. '75



RM370 "We're stunned... at present, it is the standard by which all
big Bore Motocrossers must be judged... all things
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MX ACTION Feb. '76



All RMs have Tru-Trac™
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"Incredible new generation suspension (gets) the
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Good for your head.



Bell Moto Star Helmet


Kawasaki Accessories
let the good times roll.

BITS & PIECES

Continued from page 93

Moto moviemaker Peter Starr has just completed his fifth film, *The All American Race*, about flattrackin'. Clubs or groups interested in obtaining a print should contact Harley-Davidson. Peter's other films and who to contact: Marty Smith—Honda or Pennzoil; Bad Rock ISDT Qualifier—Hodaka; Roger DeCoster—Suzuki; Champion Spark Plug Classic—Suzuki.



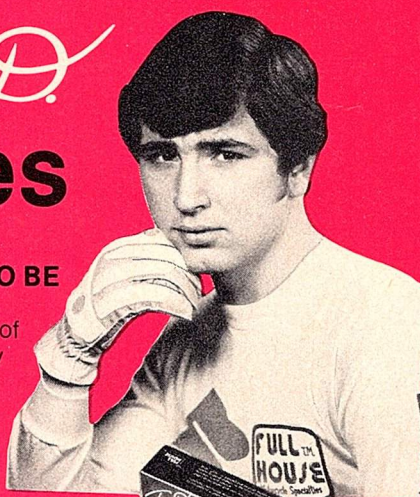
His name is JB. After the stereo speakers. You see, Tim Imhoff's next-door neighbor was on his way to buy some JB speakers when he came across this homeless eagle. It's stuff like this that makes DB better than *Colliers* or *Look* or *Intellectual Digest* any day in the week. 

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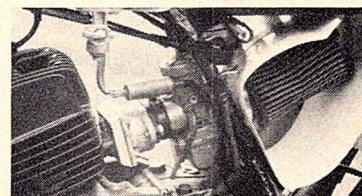
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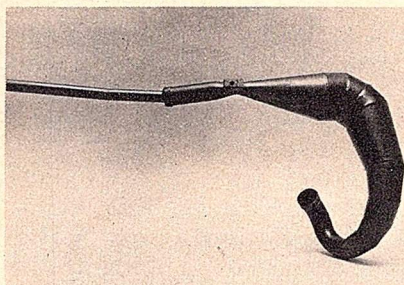


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CR125 76	\$79.95
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CR250 73-74	89.95
CR250 75-76	79.95
MR175 75-76	69.95
MT125 all	69.95
MT250 all	79.95

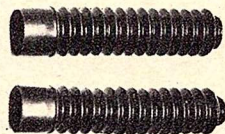
RM SUZUKI high pipes available:

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RM370 75-76	79.50

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CR125	54.95
CR250	69.95
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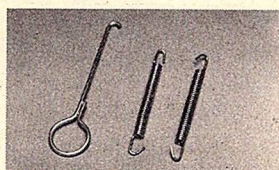
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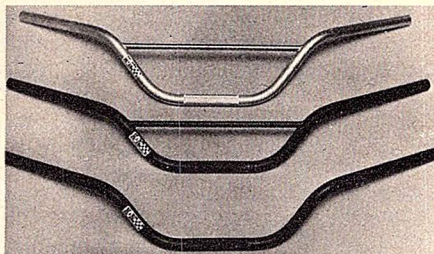
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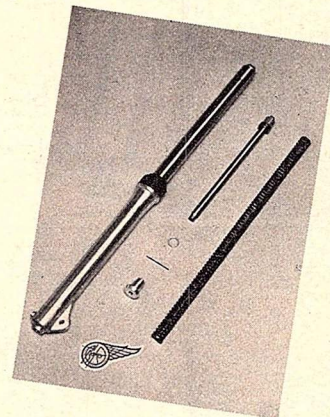
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RM SUZUKI FORK KITS

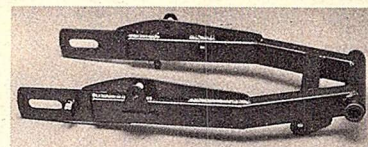
AB's fork kits are the best money can buy! Total replacement of innards insures dampening perfection. We offer a 30-day money back guarantee, if you're not satisfied.



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CR250-MR250-XL250-XL350 S&W:	

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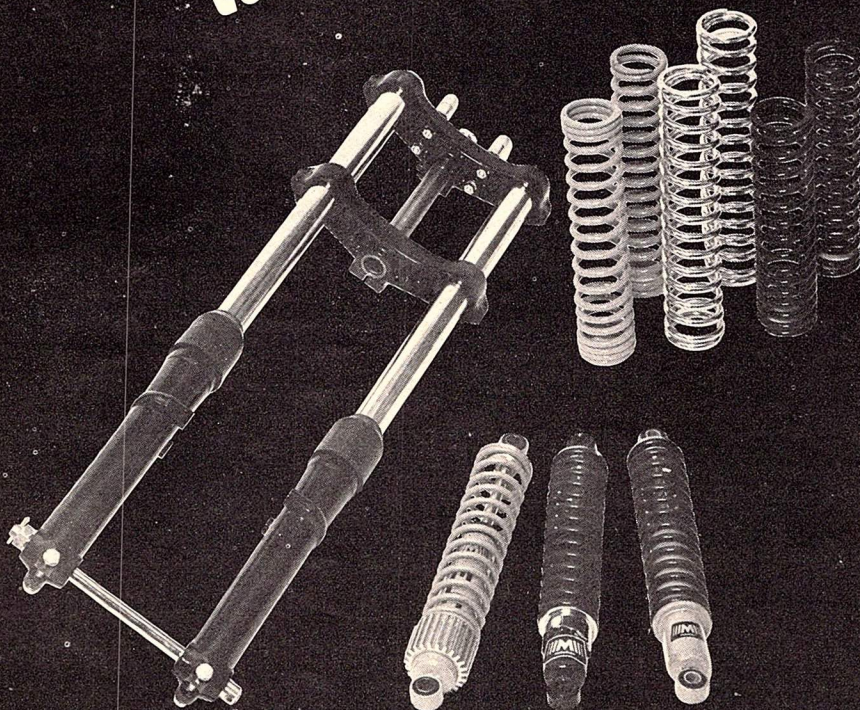
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CHECKPOINT

Continued from page 6

Maicos? You like that better? We could probably arrange to talk about Maicos."

"I don't want to *talk* about Maicos, I want to *see* Maicos. We got a race to shoot, remember?"

"And me without my trusty over-and-under, the one with the mother-of-pearl inlay. I ever show you that? Some limey had it made for him so he could go bird hunting in Ireland, but he lost interest after they blew up his duck blind. Interesting piece."

"What the hell is the matter with you?" Harris was starting to understand that I didn't much want to go and cover the race. Trigger quick, Harris. I ordered another round, Coors for Harris. Being in control of the situation, I didn't snicker this time.

Harris was really getting pissed-off, a dangerous condition. A pissed-off Harris is a cunning Harris. He's the kind of infighter who hunkers down and goes for the femoral artery, simply because it's slower and more embarrassing.

"Harris, what do you think about when you've been drinking in a cowboy bar for two hours and. . . what is it now?"

"Fifteen minutes."

"Whatever. What do you think about, Harris?"

"I think about the six blank pages in the magazine we're gonna have if we don't get the hell out of here and cover that race. I think about what's going to happen to circulation when the readers find out that they can read about that race in every magazine in the country except ours. I think about what the publisher's gonna say when he finds out that we drove all the way up here and didn't even go to the gawddamn race. *That's* what I think about."

I was right. I shouldn't have pissed Harris off. Sitting in a depressing bar while your Swedish clogs fill up with reality is no fun at all. "Harris," I said, "what do you think he's gonna say when he sees your expense account? I don't have any money."

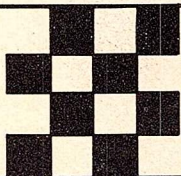
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115	Honda	XL100/125	D	Red	\$34.95
116	Honda	CR125	D	Red	\$49.95
117	Honda	MT125	UP	Red	\$49.95
118	Honda	MR175	UP	Red	\$49.95
119	Honda	XL250	D	Red	\$59.95
120	Honda	CR250	D	Red	\$59.95
121	Honda	CR250MI	UP	Red	\$64.95
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K-SU6 TS125/185 rear

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K-MA1 Fr. to early '75
K-MA2 rear to '75
K-MA3 Frt. late '75 GP
K-MA4 rear '75 GP
K-MA5 GP R/H No. plate
K-MA7 GP L/H No. plate

CZ

K-CZ1 CZ all front
M-CZ2 CZ all rear
K-CZ3 CZ all mudguard

HONDA

K-HON1 All front Els.
M-HON2 KX125 rear
M-HON3 250 rear Els.

KAWASAKI

K-KAW1 KX125 front
M-KAW2 KX125 rear
K-KAW3 KX250/450 frt.
M-KAW4 KX250/450 rear

HUSQVARNA

K-HU1 125 front
K-HU2 250 frt. thru '74
K-HU3 175 '76 GP
K-HU4 250/360 GP frt.
K-HU5 Rear to '73 1/2
K-HU6 Rear all to '75
M-HU7 Rear '75 GP
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M-HU10 Seat base to '74

PENTON

K-PE1 Front ALL
M-PE2 Rear All MX

BULTACO

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GOKI AIR FORK CAPS

Continued from page 49

"Air."
"Air."
"Air."
"Spring."
"Air."

And those were our riding impressions. Four to one ain't bad.

PROBLEMS

Yes, Phoebe, there were problems. The major one was how to tune the bike to a particular rider. Remember that more oil is needed in the forks when the springs are removed. There is a formula for this, but the final determinant is rider taste. If you like a firmer feel with more damping, then you add more oil. Softer, with less damping, less oil.

In the Goki directions there is a recommended starting point, but the rest is up to you. Experiment with the amount and, if you are more particular and know what you are doing, with the weight of the oil. In cold weather, or if you want faster wheel action, use a lighter viscosity oil — say 10W. In hot weather, or if you want slower action (heavier oil flows more slowly), go to a heavier oil — 30 or 40W.

A minor problem we faced, and one that vanished as we got more practice in filling the forks with air, was leakage when we checked the air pressure. As a general rule, figure you are going to lose about two pounds of pressure whenever you check the pressure.

HINTS

When we first saw one of our riders filling his forks with an ordinary tire pump, we said there has to be a better way. There is; and though it costs some money, it is worth it.

The solution is an air bottle. If you think money is something to be spent, then go to most any department store or auto parts store and just ask for one. A little under \$30. But if you have to mow lawns on your day off to support your habit, then you might want to go the homemade route. First, locate a

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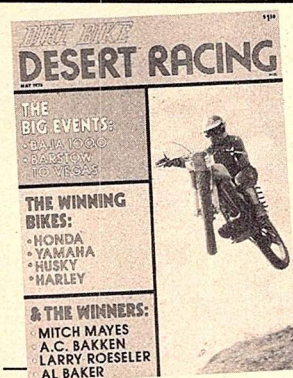
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surplus store. Ask for a used air bottle, the kind the military uses to hold oxygen. If you can pick one up for under ten dollars, then this operation will save you money. If you have to spend more than that, you may end up spending more than you would for a store-bought model.

With your air bottle in your fist, go to a hardware or auto parts store that carries American brass fittings. Bottle fittings may differ, so just fit the brass into your particular bottle. Look at the picture and figure out what shapes you'll want. Then ask for some rubber hose, inside diameter the same as the outside diameter of your brass, and an air hose valve. Put it all together using hose clamps, either Teflon tape or Loctite, and a great deal of pressure when you tighten the whole thing. Nothing should leak. If it does,

disassemble and use more Loctite or Teflon tape, and more pressure.

CONCLUSION

Air forks are nice. Maybe even better than that. And they are inexpensive. You can quote me.

AIR/OIL FORK KITS

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#1004	CR-125M1, MR-175	RETAIL 11.95
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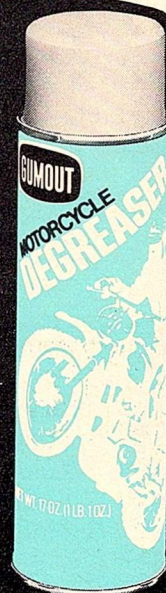
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RIDERS WRITE

Continued from page 14

Marty Smith is the Six Million Dollar Honda.

Captain Bhutan
Somewhere On The
Asian Land Mass

The official Iowa Corn Mash Drinking Team (ICMDT) cordially invites the entire DIRT BIKE staff to one of its weekly qualifiers for the '76 ICMDT.

ICMDT
Iowa

MORE SHAFT

At our school we get a copy of DIRT BIKE every month. It is very exciting, but do you think you could write more about BMWs? Thanks.

Jan Scott-Blair
San Diego, California

More about BMWs. How's that? —ed.

In regards to the Crash and Splash on page 82 of your February issue, you said that the Kawasaki Jet Ski was the only

"engine-powered vehicle that should be allowed on the water." Whatever happened to Pete Dill's Aquavarna?

Jack Campbell
Chapel Hill,
North Carolina

It's the only vehicle allowed under the water. —ed.

When are you going to have a test on the RM100?

Mark Eachus
Joshua, Texas

Sooner than you might think —ed.

MORE OAKDALE

Michael Jordan (*Loose And Weird in Oakdale*, March '76) is a funny man and an excellent writer. I haven't enjoyed an article so much in a long time. *Loose and Weird in Oakdale* was down home.

Tom Parham
Santa Cruz, California

I have only one thing to say to all those people who disagreed with *Loose and Weird in Oakdale*...

Jeff Austin
Las Vegas, Nevada

More Jordan in this issue. —ed.

POINTS FOR HI-POINT

I recently wrote a letter to Hi-Point inquiring about a catalog of accessories. I mentioned specifically the jersey worn by Carl Cranke in your July ('75) issue, and asked where I might find an available model. Not only did I receive a reply, I received a special delivery box with the same shirt Cranke wore in that photo. THE shirt, autographed and the whole bit. Plus countless Penton/Hi-Point stickies which are already finding homes on walls and windows. Yeah, maybe I'm lucky, but those guys down there really went to a lot of trouble and thought in doing something like that. It's certainly made me look up to them. I can't think where I'd rather spend my bucks.

A special hurray for Carl, too — a superstar who had the thoughtfulness to stop and make someone smile.

Paula A. White
Burlingame,
California

Continued on page 107

How to end chain hassles and double your chain life.

If your chain requires frequent adjustments, it's probably stretching and wearing too fast. Which is a messy, expensive drag.

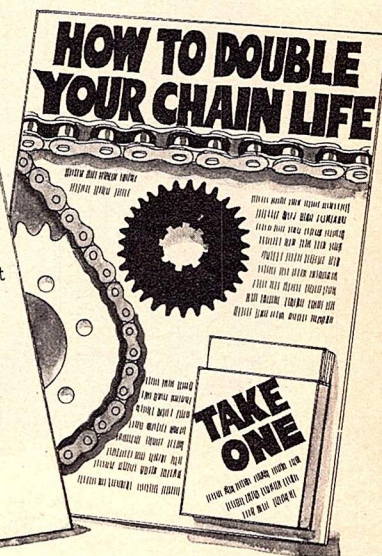
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ASK THE EXPERT

Continued from page 8

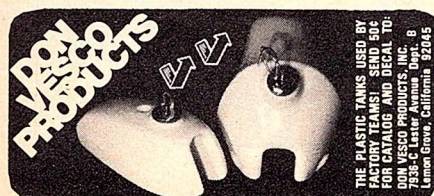
MX, MX, MX

I've been trail riding for about five years now and, at last, I think that I would like to try motocross. Trouble is, in my 23 years I have fractured my left collarbone three times and my right once. From what I have read, I understand that this is a common injury among motorcycle racers. I've been real lucky so far, but I can't count on luck every Sunday.

Shoulder pads seem to be the only answer, but I need protection more than maneuverability, and the MX pads and hocky shoulder pads just look or feel too thin and light to really give me any confidence. What about football pads? What about a pair of super pads that don't exist? I know that I'll have to hang it up if it happens. Any suggestions?

Jeffrey Meir
Rochester, New York

Sorry to hear about your collarbone problems. I've been racing for over 20 years, and broke my collarbone once racing my kid's stock SL100 in the mini bike class. There are a few things you can do to practice learning to roll, not just spread eagle on the ground. Working on a trampoline will teach one to roll, as will playing tackle football. But you can break your collarbone learning to play tackle football. Trampolining is a little better, because there's more give, and the chance of breaking something trying to learn how to roll is less likely than in hitting the ground in football. Besides, the main thing you want to do is learn the rolling principle, not the quickest way to the hospital. You want to try to learn to roll with the punches, so to speak. Football pads might help a little bit if you smack down hard, but there is no pad that will absorb enough impact to stop the chance of a fracture. Get a trampoline and practice crashing first. I hope this letter gets to you in time.



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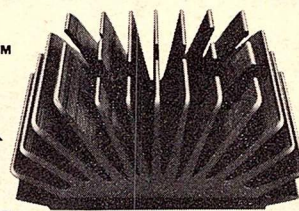
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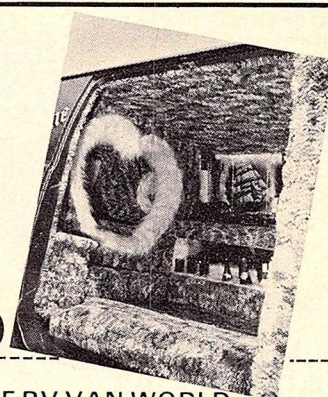
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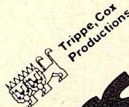
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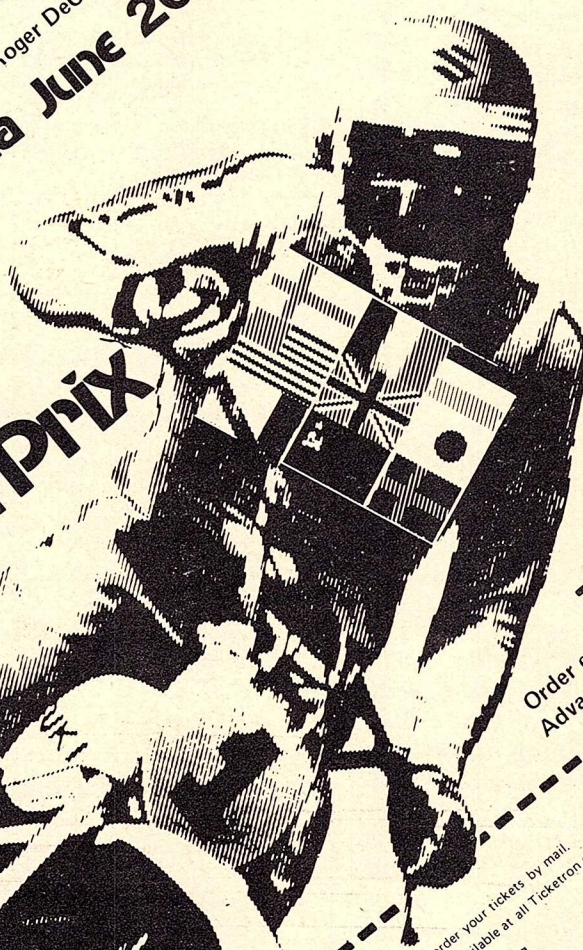
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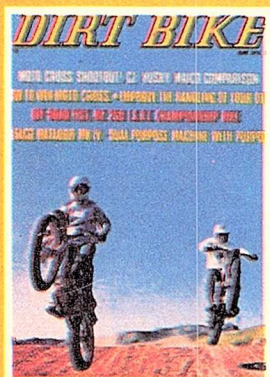
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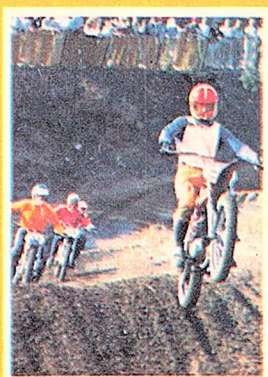


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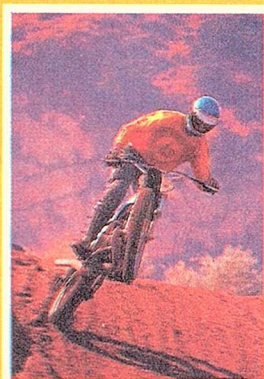
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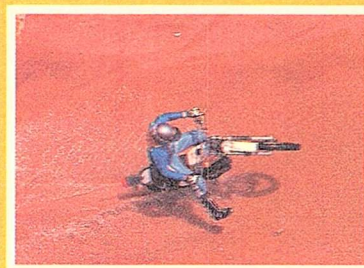
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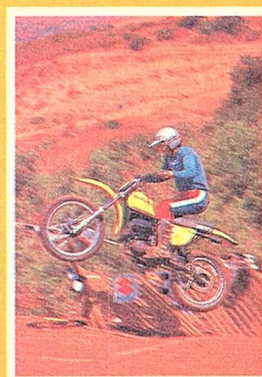


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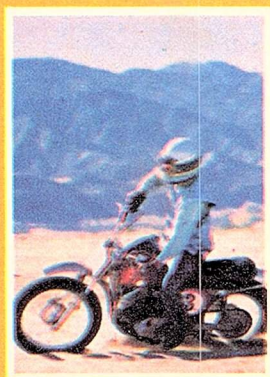


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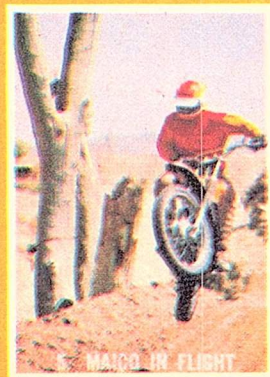


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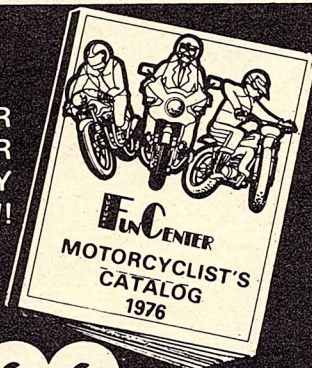
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JUNE 1976

RIDERS WRITE

Continued from page 105

CAN A MOTORCYCLE EVER BE SAFE?

The attached story idea is forwarded for consideration as a possible feature article in DIRT BIKE.

If it interests you, we will be happy to develop it into a feature article with appropriate photography, tailored to meet your editorial requirements.

We would appreciate your comments concerning this idea, and any thoughts you might have which will assist us in providing a worthwhile service to you and your readers.

In the future, please refer to this idea by its title: "Can A Motorcycle Ever Be Safe (TAC)."

M. E. BODINGTON,
Lt. Col., USAF
Chief, Magazine
& Book Branch
Washington, D.C.

We appreciate your recent query regarding a story you refer to as, "Can A Motorcycle Ever Be Safe (TAC)?" and since it was written on official Department of the Air Force stationery and sent via the government's franking privilege, we assume that it wasn't a joke. Which raises a few questions.

According to your story synopsis, the injured rider was a trained safety instructor who was injured - through no fault of his own - while participating in a competition event.

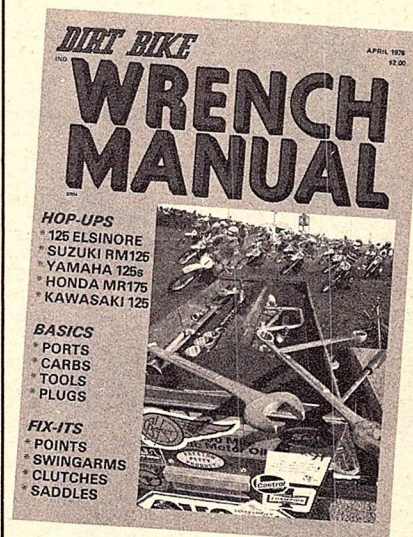
Question: Does the fact that the man was a safety instructor guarantee that he was, in fact, riding safely?

Question: Doesn't the fact that

Continued on page 109

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RIDERS WRITE

Continued from page 107

he was riding his motorcycle so fast around a blind curve in a dangerous area that he could not control it should he need to come to a sudden stop indicate that he was not, in fact, riding safely?

Question: Doesn't the fact that he was participating in a form of competition on the public roads indicate that safety was not his first concern?

Question: Doesn't the fact that he was engaged in what you describe as, "a futile court battle," presumably to recover damages from the party in the stopped car, indicate that his testimony about what happened is likely to be heavily weighed in his own favor?

But going back to the question, "Can A Motorcycle Ever Be Safe(TAC)?" Can anything? Can an automobile? Not when "rounding a curve on a mountain road to find a stopped car, with a granite wall on the left and a 60-foot ledge on the right," and while apparently going too fast to control the vehicle. (Besides, have you ever tried driving an automobile off a 60-foot ledge?) Can walking? Not while the people who are driving too fast to control their vehicles are around. Can eating in an ice cream parlor? Not when Air National Guard pilots lose control of their planes and plow into said parlor.

The point is, Lt. Colonel Bodington, that nothing is safe. So why pick on motorcycles? They're an easy target, sure, and I suppose they cost the Air Force and the Pentagon a lot of money in man-hours lost. But so do automobiles. So do airplanes, for that matter. By the way, sold any more F-104s to the German Air Force? — ed. ♦

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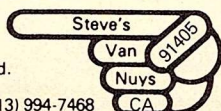
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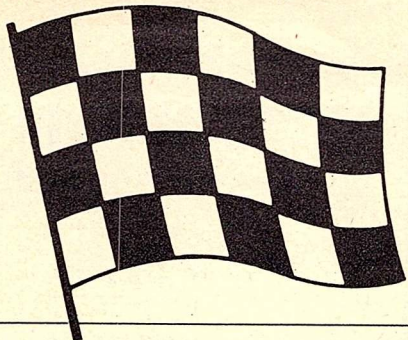
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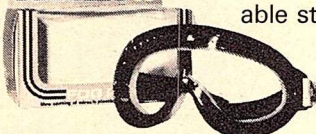


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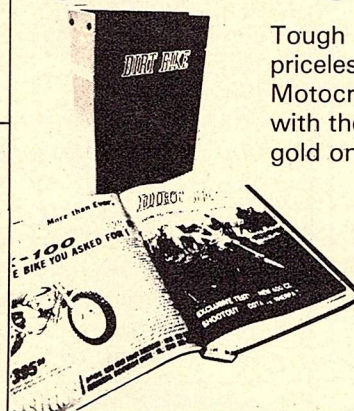
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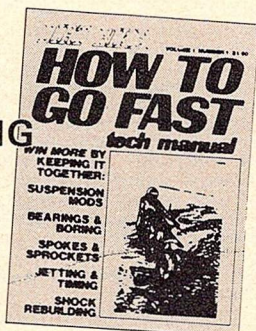
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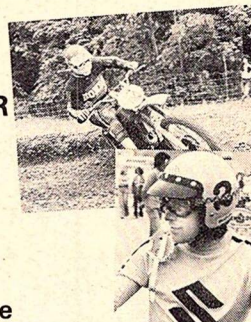
Continued from page 19

were surprised to find two small blocks of wood with the following instructions: "Place each forlorn 'hopper between block A and block B, then squeeze."

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It is very easy for one to criticize others, but if you are willing to look at all that has been published, the proof is there. In this article however, the names have been changed to protect the guilty. Alas, is it appropriate to state: "Where ignorance is bliss, 'tis folly to be wise?"

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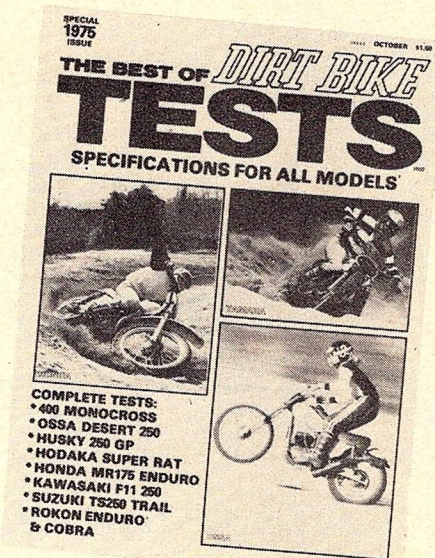
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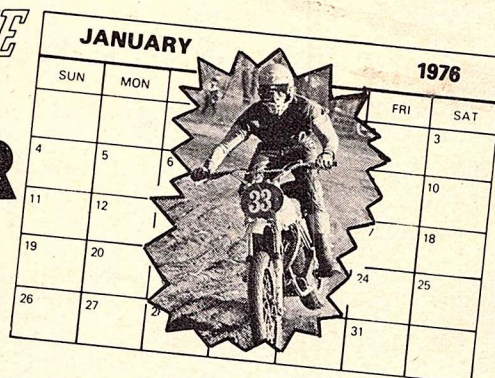
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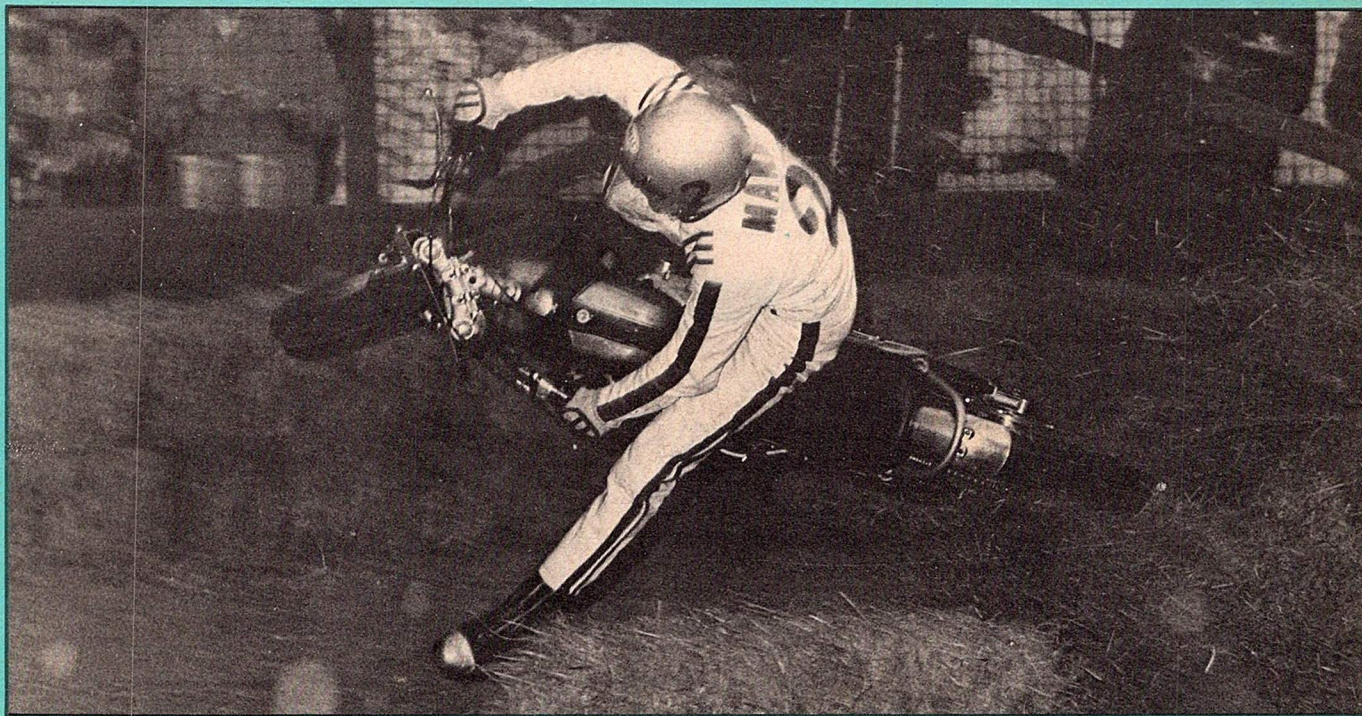
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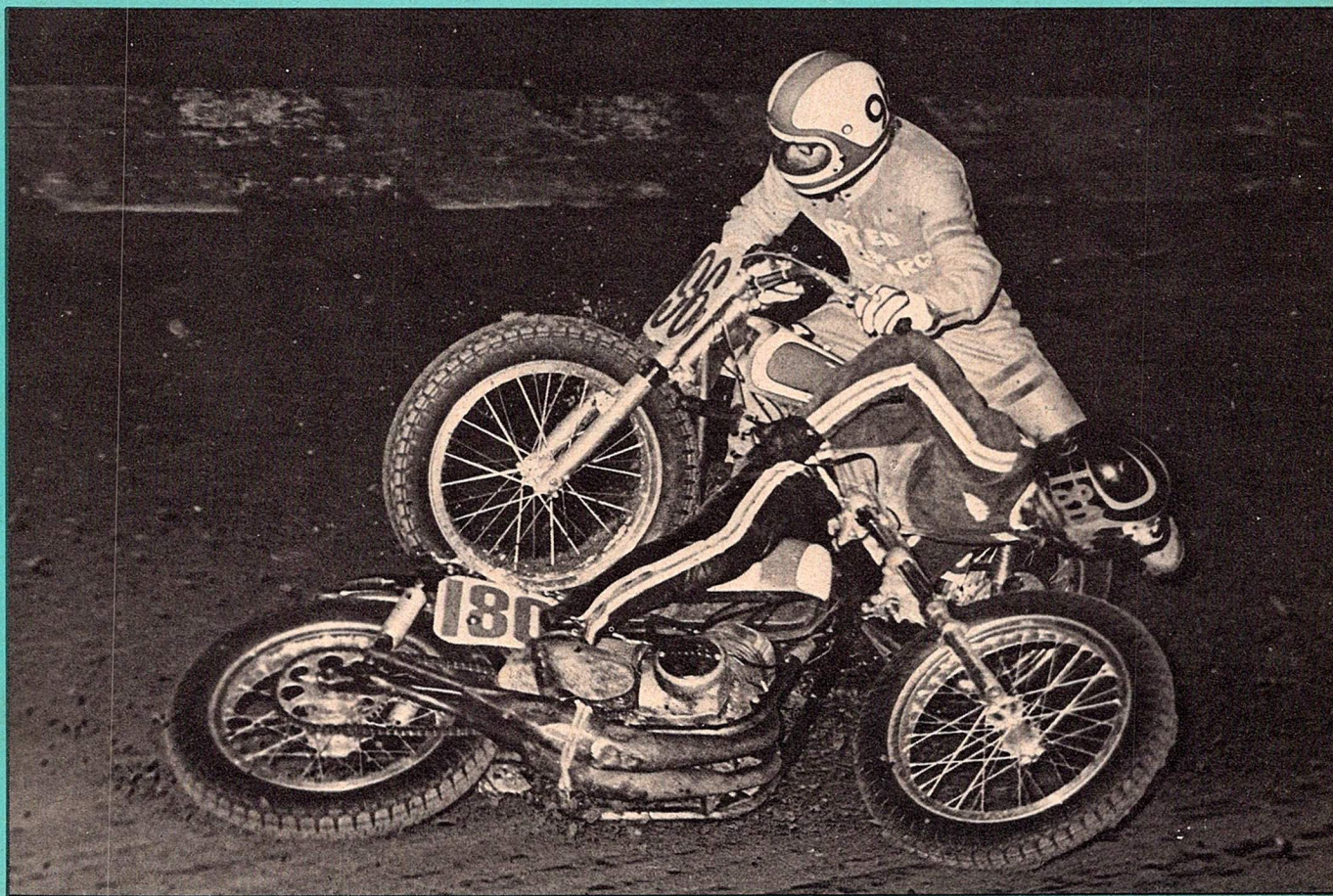
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(Both photos from the camera of the Wizard/Dan Mahony)

Did the No. 1 on his helmet help Bobby Unser win his second Indy 500?

Ask his brother, Al...

We asked.

"Don't be ridiculous!" snapped Al, who's also a two-time Indy winner. "Bobby just got lucky this year."

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"Don't be ridiculous!" he grinned. "I won Indy because of my superb driving skill, a hot-on-the-money car, a top-notch and speedy pit crew... and a lot of desire."

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